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PRINCIPAL CONTENTS.

Practical Mechanical Engineering.....	153
Huntingdon and Broad Top Mountain R. R.....	154
New Jersey Railroad and Transportation Co.....	154
The New Brunswick Railway Extension.....	154
Philadelphia and Erie Railroad.....	155
Northern (Ogdensburg) Railroad.....	155
New York State Banks.....	156
Tonnage of the Competing Anthracite Lines.....	156
Population and Valuation of States in 1860.....	156
Principles Regulating the Liability of a Master for Injuries Suffered by his Servants.....	156
Finances of Wisconsin.....	157
Railroad Share and Bond Lists.....	162, 165
Stock Exchange and Money Market.....	169
Yonkers and New York Railroad.....	172
Western Maryland Railroad.....	172
Colorado Gold Mines.....	172
Railroad Earnings.....	161, 173
Lake Superior Copper Mines.....	173
United States Mint.....	174

American Railroad Journal.

New York, Saturday, February 13, 1864.

Practical Mechanical Engineering.

This well printed Octavo from the press of Henry Carey Baird, of Philadelphia, has contents worthy of its typography; it is a pleasing work to handle, and a valuable one to study. We alluded to it briefly in last week's JOURNAL, but it deserves more than a passing notice. Besides the original matter of the author Mr. Campin, an English writer, it contains observations on the construction of steam boilers, furnaces for smoke prevention and explosions by Robert Armstrong, annotated by Mr. Bourne; rules for calculating the change of wheels for screws on a turning lathe and for a wheel cutting machine by Mr. La Nicca; and on the management of steel, including forging, hardening, tempering, annealing, shrinking, expansion and case hardening by Mr. Ede, all important processes in the creation and stability of machines in metal.

To these are added a large number of steel and wood engravings, which explain the text, and guide the student in his researches.

Notwithstanding the multiplicity of modern

works on science and practical engineering, there is nevertheless felt to be a deficiency in their arrangement to make them immediately useful, and book learning in the shops therefore has not been so much extended or so popular. To remedy this the author evidently attempted the construction of a treatise which should combine "practical method, portability, and conciseness, and comprise all the general operations connected with mechanical engineering. He proceeds along methodically therefore in the present work from the beginning, and gives the natural condition of the minerals from which the metals of commerce are derived, and the methods of their manufacture, to the final combinations of the materials in the most perfect shape.

In the first chapter, the metallurgy of iron, copper, lead, tin, and zinc is considered; the nature and localities of the various metalliferous ores being described, and also the practical methods most usually employed for the reduction of metals to the conditions in which they occur in commerce; the apparatus required, and the principles upon which their action depends, and the mode of working them being also included.

Then follows a description of the various processes of forging and of the instruments used by smiths. After which the construction of patterns, the methods of forming moulds of various kinds, and of casting metals, are discussed.

The form and action of the cutting-tools of the engineer have been carefully detailed, a thorough knowledge of the requirements which must be satisfied, in order to secure their correct action, being most important, though a proper appreciation of the forms of the principal machine tools is scarcely less necessary; wherefore some sound examples of turning-lathes, shaping, slotting, drilling, planing, and other machines, have been illustrated and described. As a sequel to the foregoing descriptions, an account of workshop manipulation is given, so far as it admits of description.

The physical basis of the steam-engine is next considered; the more refined methods of analysis being avoided, so as to retain a strictly practical character. Dr. Joule's equivalent for the calculation of the amount of work to be obtained from a

given quantity of heat is inserted, forming, as it does, a convenient means for the expression of quantities of heat. But it is derived from experiments upon the amount of heat generated by friction of liquids; and, therefore, the author does not feel justified in considering its application to thermo-motive engines demonstrated, the facts extant being insufficient for this purpose. Stimer's and Isherwood's experiments on the practical utility of using steam expansively have also been discussed at some length.

In the chapter on the Principles of Mechanical Construction, an attempt has been made so to generalize the theory of the action of levers, hydrostatic presses, &c., as to replace by a simple calculation, easily remembered and applied, the numerous rules and formulæ which have hitherto been so abundantly supplied for levers, divided into various orders, and for other machinery, and which, being generally given without any notice of the reasoning upon which they are based, cannot be remembered, and frequently serve but to confuse the reader. The laws of falling bodies of rotatory motion, &c., are also explained.

The general forms of steam-engines, and principles of steam-boilers, and qualifications of various kinds of engines are briefly treated, followed by lengthy accounts of the form and manufacture of each principal element of the steam-engine, after which the form, action, and manufacture of various kinds of pumps and valves are treated.

Practical formulæ for the length of boilers, descriptions of various kinds of boilers, and of the modes of constructing them, also accounts of the paddle-wheel, screw, and hydraulic propellers, with miscellaneous remarks upon some of the applications of steam-power, have also received due attention; and particular stress is laid upon the necessity of having reliable experiments upon steam-engines, and attention is drawn to the inferiority of modern engines in point of economy. It is indeed a fact much to be regretted, that notwithstanding the researches of scientific men, and the labors of practical engineers, no improvements have been made in the economy of the steam-engines since 1845. The remainder of the work is occupied by descriptions of examples of pumping rotative, marine, locomotive, traction, and

steam fire-engines, concluding with a Glossary of the technical terms used throughout the work.

As in the account of the metallurgy of iron, notice has been taken of the effects of various foreign ingredients with which the iron of commerce is always more or less contaminated, it has been thought advisable to add an Appendix containing the various methods of analyzing chemically the various ores of iron and specimens of iron, so as to enable those who may feel disposed to examine for themselves such samples as may come under their notice.

The examples of the machinery illustrated have been carefully selected, and every means taken to secure correctness of the Plates.

It will thus be seen how naturally by induction the student is led on from one step to another, and how readily he may perfect himself in the processes he desires to master. The glossary is a useful addition to the work giving precise ideas of technical terms most in use by machinists. We could have wished it had been more extended. We notice for example the omission of the word "slot," though a slotting machine is particularly described at page 57. We do not find it even in Weale's excellent and useful work on rudimentary Terms, which is perhaps the best of its kind.

We hope this brief review of Mr. Baird's American edition of Campin, will lead to its general use. The Mechanics and Engineers of this country have a large and original field before them. Just as they are intelligent and practical, will they advance themselves and enrich their Country. We have heavy national responsibilities to meet, perhaps in advance of the hands to provide for them for years to come; but by the use of steam, our natural hydraulic power, and the invention of labor-saving machinery, there will be no difficulty in performing the work of hundreds of millions of men with ease and profit. Let then this class of persons understand how much they can do, if they will, and how materially they may assist in making their country the most powerful, and the most desirable one on the face of the globe.

Huntingdon and Broad Top Mountain Railroad and Coal Company.

The receipts and expenses of this company for the years 1862 and 1863 have been as follows:

Receipts:	1863.	1862.
From freights on coal..	\$181,566 65	\$171,764 08
From merchandise and other freights	16,681 45	12,333 70
From passengers	17,354 64	10,955 59
From rent of mines and houses	8,869 04	11,193 52
From mail and express.	2,106 66	1,894 92
From miscellan's items.	678 45	13,265 75
	\$227,256 89	\$221,407 56
Expenses, viz:		
For motive power	\$46,835 94	\$30,870 10
For maintenance of way	49,092 39	71,755 80
For maintenance of cars	5,564 30	5,095 51
For conducting transportation	27,171 98	24,391 33
For maintenance of mines	800 63	2,080 32
For expenses of office at Philadelphia, including salaries, rent, stationery, printing, &c	5,761 22	5,574 16
	\$135,286 41	\$148,767 22
Net earnings	\$91,970 48	\$72,640 34

Railroad Legislation in Iowa.

A bill has been introduced into the Iowa Legislature proposing to take away the land grants of all the railroads in that State, except that of the Keokuk, Fort Des Moines and Minnesota Railroad Company, and the passage of the bill is being very strongly urged by interested parties. The companies embraced in the bill are the Burlington and Missouri River, the Mississippi and Missouri, the Cedar Rapids and Missouri River, and the Dubuque and Sioux City. The ostensible reason is, that the companies have failed to complete the required number of miles within the time specified in the grant. The real object is, to force the railroad companies to relinquish their claims to certain lands lying in the Des Moines Valley, which are also claimed by the old Des Moines Navigation Company and its assigns, the Keokuk, Fort Des Moines and Minnesota Railroad Company.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1863:

RECEIPTS.	
From passengers	\$956,688 56
From freight	161,530 86
From U. S. mail, rents, express, freight and other sources	168,380 70
	\$1,286,600 12
EXPENSES.	
Maintaining railroad, bridges and buildings	\$109,885 92
Repairs of locomotives, cars and machinery	88,721 46
Fuel—cost and labor in preparing	107,915 90
Operating the road and transporting passengers and freight	273,194 64
Office expenses, salaries and contingencies	11,967 82
	591,685 74
	\$694,914 38

Disbursed as follows, viz:

Interest on bonds	\$41,050 00
Transit duty on passengers and freight	28,913 60
State tax on capital	21,989 00
Government tax	40,020 13
Dividends in cash, Aug. and Feb.	439,775 00
Profit and loss, to surplus earnings ..	123,166 65
	\$694,914 38

The number of passengers transported over the road during the year was as follows:

Over the whole line of the road	583,918 1/2
Between Jersey City and Newark	1,495,387 1/2
" " Elizabeth	324,626 1/2
" " Rahway	79,330 1/2
" " N. Brunswick	108,985 1/2
All intermediate places	396,929

Total—not including commuters and free passengers

The number of miles run by passenger, freight and other trains was 567,936.

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	23,333 1/2
Between Jersey City and Newark	56,144
" " Elizabeth	5,634
" " Rahway	4,610
" " N. Brunswick	19,958 1/2
All intermediate places	57,438
Total	167,118

GENERAL STATEMENT.

Capital stock	\$4,897,800 00
Funded debt, including \$485,000 the cost of the property and privileges purchased of the Jersey Associates	642,500 00
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below.	\$523,183 42
Less amount paid for re-laying road with new rails and other improvements	43,796 34
	479,387 08
Dividend 1st Jan., payable 1st Feb., 1863	219,887 50
	\$5,739,574 58

Cost of railroad and equipments:

For graduation and masonry, bridges, superstructures, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages	\$3,640,516 65
Locomotives, tenders and snow plows	223,343 00
Cars—passenger, freight & baggage	225,170 00
Property, viz:	
Bridge, ferry, turnpike, and other stocks, real estates, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey associates for \$485,000)	1,461,305 92
Cash in bank, cash items, and balances due	189,239 01
	\$5,739,574 58

President.—ALFRED L. DENNIS.

Treasurer.—H. J. SOUTHWAYD.

Sec'y and Gen'l Supt.—F. WOLCOTT JACKSON.

The New Brunswick Railway Extension.

The people of the province of New Brunswick having apparently given up all expectation of a railway connection with Halifax by the inter-colonial route, are now looking to the United States, in the hope of increasing their commerce in that direction. It is therefore proposed to extend the European and North American Railroad westward, by the way of Douglass Valley, so as to accomplish this object. The plan of Mr. Burpee appears to have attracted the attention not only of the Press, but the St. John's Chamber of Commerce. The connection to be made is between Bangor and St. Johns. Arrangements have been made, it appears, for carrying out the work as far as Maine is concerned; the portion of the road as far as Milford is to be completed the present year, and a survey is to be made in the direction of Mattawamkeag and the New Brunswick frontier. The precise route, Mr. B. says, has not been specifically stated, but the one chiefly discussed in Bangor, passes from Bangor up the Penobscot as far as Mattawamkeag, thence nearly east to the Oromocto Lakes in New Brunswick, where it joins the Douglass Valley route as surveyed, and follows it to St. John. Mr. B. estimates the distance as follows:

From Bangor to Mattawamkeag	55 miles.
Mattawamkeag to N. Brunswick frontier.	50 "
N. Brunswick frontier to St. Andrews line	5 "
St. Andrews line to St. John	75 "

Total

According to Mr. B.'s estimate the Branch to Fredericton from Hart's Mills will be 20 miles.

This will leave in all 205 miles to be completed, 105 in the State of Maine, and 80 miles of Trunk; and 20 of Branch in New Brunswick. The estimated distances by the proposed road would be as follows:

From St. John to Woodstock and Houlton... 125 m.
From Bangor to Woodstock and Houlton... 165 "
From St. John to Fredericton 62 "

The proposed or through line is, Mr. B. says, only a few miles longer than the shore line as surveyed under Morton. He says, too, that it can be built with less curvature and easier grades, and it will cost less; (at least \$6,000 per mile,) it goes through lands and forests of the best quality, it gives the shortest possible lines to both Fredericton and Woodstock, and is the only one likely to secure State aid in Maine; and it is the only line, in connection with western extension, to which the people of a great proportion of the Province will be willing to give their countenance and support. With regard to the cost of construction, he says:

"To make all the proposed connections, we have seen that 100 miles of railway will be required. The first 25 miles west from St. John will no doubt prove expensive, but the remainder, from a personal knowledge of the country the line will traverse, I can safely affirm, will be easily constructed. There will be very few bridges, and none of them expensive, very little rock cutting, if any, beyond the first 25 miles. No terminal stations at the West, and but small additions to our present buildings, &c., at this end, and but very little for land damages. Knowing these facts, and using the experience we have already gained, we should build and equip the road as good for all practical purposes as our present line, for \$30,000 per mile, but to meet all possible contingencies, add \$2,000 per mile more. We will then require a capital of \$3,200,000, the annual interest on which at 6 per cent. will be \$192,000, of which by our estimate, after deducting 50 per cent of receipts, we have provided \$185,500. By this we see that we only require from other sources \$6,500 a year, which with any other falling off or additional expense that may arise, will be more than made up to the Province by the increased traffic that it must bring to the present road, if not from the increase in business for the next four years."

After very minute calculations as to the traffic on the line, Mr. Burpee sums up the probable earnings as follows:

Through Passenger Traffic to U. States..	\$100,224
" " " to Woodstock	30,000
" " " to Fredericton	39,125
Mails and Sundries.....	15,000
Through Freight to the U. States.....	75,200
" " to Woodstock.....	30,517
" " to Fredericton.....	21,125
Way Passenger and Freight Traffic.....	60,000

\$371,191

The commercial importance of St. John's is illustrated by the following figures:

The total value of imports into New Brunswick for the year 1862, was \$6,200,000 Of these there were from the U. States.. 3,000,000 And into the city of St. John..... 4,148,000 Total value of exports same year was.. 3,856,538 Of which there was from the city of St.

John..... 2,438,000 "From these figures we see that nearly five-sixths of the whole trade of New Brunswick is through St. John, so that what benefits St. John must benefit the whole Province. Now what is it that supports this trade and brings it to St. John? Is it not the vast resources of the upper St. John river, which are now poured down its valley to our city?"

We therefore perceive from the foregoing statements, that the proposed extension is a project which has indisputable merit, will be followed by

success, and give a large accession to the trade between the United States and the Eastern Provinces.

Philadelphia and Erie Railroad.

The annual meeting of this company was held in Philadelphia on the 8th inst. From the report of the managers which was presented, we learn that at the eastern end the track has been laid to the town of St. Mary's and at the western end as far as Wilcox, leaving but 24 miles of track to be laid to complete the entire line of road, 288 miles in length. On these 24 miles there yet remains to be done of grading a portion of five different sections, making in all less than 40,000 cubic yards, and on change of grade and strengthening banks, about 50,000 yards, a large portion of which may be done with gravel trains after the track is completed and in running order. The masonry of the bridges of the unfinished portion is ready for the superstructures which are all framed, and can be raised at an early day in the spring. With the present force on the line all the grading can easily be prepared to receive the track during the next three months, and cars can be run in the early part of June next.

The managers have been disappointed in their intention of completing their road from Sunbury to the harbor of Erie, because of the difficulty of procuring laborers, and the still greater one of inducing them to remain in the comparatively undeveloped sections of the country. During the year 1,563 men were sent upon the line of the road by the contractor, at a cost of over \$13,000. This number of laborers could have completed the road had they remained, but a large portion left after working a few days, and some actually deserted before reaching their destination. Notwithstanding many perplexing circumstances, however, a greater number of miles of track have been brought into use during the past than the previous season.

The business on the finished portion of the road has been conducted during the past year in the most satisfactory manner; the receipts having exceeded those of the preceding year \$284,250. The following statement exhibits the receipts for the past four years:

1860	\$269,418	1862	\$443,419
1861	350,439	1863	727,669

The balance of the floating debt, contracted prior to February 1, 1862, amounted to \$118,876, which has since been reduced to \$32,896. This amount will be paid by the company as soon as the claims are presented.

The yield of the oil wells in northwestern Pennsylvania still continues, and such additional connections are contemplated as will secure to the road a large share of that important traffic. For the accommodation of the Lake business, the Company are now constructing an extensive pier in the harbor of Erie, upon which will be erected a commodious warehouse and grain elevator. Arrangements have also been made jointly with the Lakeshore Railroad Company for the erection of a new and capacious passenger station house at Erie, and the work of preparing materials for the structure has already commenced.

The following gentlemen were elected a board of managers to serve for the ensuing year, viz: Messrs. William G. Moorehead, Ellis Lewis, Henry Dahring, D. K. Jackman, C. B. Wright, Edward

P. Gay, J. D. Whetham, P. Metcalf, S. G. Thompson, W. A. Galbraith.

Northern (Ogdensburg) Railroad.

At a meeting of the holders of the Second Mortgage bonds of this company, held in Boston on the 4th inst., George M. Barnard, Esq., was chosen Chairman, and Isaac D. Farnsworth, Esq., Secretary.

After the reading of the call for the meeting by the Secretary, Mr. J. C. Pratt stated that it had been called without any authoritative name being appended to the notice, but, notwithstanding, it seemed desirable that the holders of second bonds should meet and confer together upon matters upon which it was their interest to act. The Ogdensburg Railroad had become really the property of the second mortgage bondholders, and, therefore, it would seem that the object for which Trustees were appointed, had ceased. If the second mortgage bondholders are really the owners of the road, then it was quite time for them to take hold of the management of the road, to protect their own interests. There was no desire on his own part, or on the part of any one else, by any action which might be taken by the meeting, to reflect in any manner upon the management of the Trustees, but their doings were not definitely known, as they made no report to the bondholders.

The only indebtedness of the road is the first mortgage bonds, but the earnings of the road are increasing, and now pay the interest on the first bonds. He had no doubt that the Trustees had acted in good faith, but it was thought that such board was no longer needed, and that it was best for the second mortgage bondholders to manage their own property for themselves, inasmuch as under the present arrangement no one is responsible to meet the first bonds when they mature in 1869, and unless some action is taken, the second bond holders are likely to lose all their property in the road. This alone he considered an important reason why they should choose a President and Directors, or have some sort of an organization.

Mr. Pratt concluded his remarks by offering two propositions: first, that the meeting proceed to elect an Executive Committee of five bondholders, which shall have full powers to take any and all measures they may deem necessary to promote the interests of the bondholders; and second, authorizing the chairman to appoint a committee of three to retire, and nominate a list of five bondholders to serve as such Executive Committee. He expressed the hope that the bondholders would have the co-operation of the Trustees in adopting this measure.

Mr. J. S. Farlow stated that by the report from the State Engineer's department of New York for the last year it appeared that the road had earned \$73,000 more than enough to pay the interest on the first bonds, and this year the earnings had been \$108,000 over the sum necessary to pay the interest on those bonds, and that \$42,000 of this amount had been expended for iron and other materials. He also stated that although the stock had been held at a very low figure at one period the road was now earning seven per cent. on stock at \$50, and he had been told the produce raised on the line of the road last fall for transportation was sufficient to employ the road through the winter without any other freight. He hoped such line of action would be opened at this meeting as would put the second bondholders in possession of the road within a very short time.

At the conclusion of Mr. Farlow's remarks, the Chairman put the question on the adoption of the propositions offered by Mr. Pratt, and the same were adopted without a dissenting voice, and

Messrs. E. H. Ashcroft, H. A. Church and Arthur Williams were appointed the committee to retire and nominate an Executive Committee.

While the nominating committee were absent, remarks in favor of the proposition made by Mr. Pratt were made by two or three other gentlemen, and, in accordance with the suggestion of one of them, gentlemen present affixed their signatures to a certificate stating the amounts of bonds held by each signer.

Mr. Eldridge, one of the Trustees, made a few remarks, and concluded by stating that he had no doubt they would join, and most cheerfully and cordially co-operate with the second bondholders in any legal measure which may advance their lawful rights and interests.

The nominating committee came in, and reported as their nominations for Executive Committee, Messrs. John C. Pratt, Jacob W. Pierce, John S. Farlow, Isaac S. Farnsworth and H. H. Boody. The report was accepted, and the meeting confirmed the nominations.

The Chairman stated that the signatures to the certificate of amount of bonds held, represented \$1,200,000.

After voting the Executive Committee power to fill any vacancies which may occur in their number, and to call meetings of bondholders whenever they may deem it expedient, the meeting dissolved.

New York State Banks.

The following summary gives the aggregate Resources and Liabilities of the Banks of the State of New York, as exhibited by their reports of their condition, on the morning of Saturday, December 26, 1863:—

RESOURCES.

Loans and discounts.....	\$193,781,315
Overdrafts.....	\$592 and 642,708
Due from banks.....	21,712,285
Due from directors.....	\$7,053,713
Due from brokers.....	10,976,763
Real estate.....	6,500 and 8,627,977
Specie.....	26,685,669
Cash items.....	59,645,949
Stocks, promissory and United States 7-80 notes and indebtedness certificates.....	\$705,700 and 102,346,931
Bonds and mortgages.....	82,000 and 5,473,517
Bills of solvent banks and United States demand notes.....	25,239,319
Bills of suspended banks.....	\$65 302
Loss and expense account.....	1,480,437
Add for cents.....	908
	\$445,638,312

LIABILITIES.

Capital.....	\$109,535,785
Circulation.....	36,934,255
Profits.....	21,269,188
Due banks.....	43,124,671
Due individuals and corporations other than banks and depositors.....	3,307,015
Due Treasurer of the State of New York.....	5,388,155
Due depositors on demand.....	222,645,314
Amount due not included in either of the above heads.....	3,433,424
Add for cents.....	510
	\$445,638,312

The Waupaca Railroad.

We are informed that our neighboring village of Waupaca, now impatiently awaiting railroad facilities, has signified its willingness to issue town bonds to the amount of \$8,000 for the completion of the road to that place, provided the Chicago and Northwestern Railroad Co. will take them and complete the road in a shorter time than had been agreed upon by this Company. The proposition will doubtless be accepted; and in the spring the work will be pushed along vigorously until completed, which will be about the 1st of July.

Stanton (Wis.) Times.

Tonnage of the Competing Anthracite Lines.

Subjoined is a statement of the coal tonnage of the six competing lines, from 1856 (when the Lehigh Valley Railroad and the South Division of the Delaware, Lackawanna and Western Railroad were opened,) to 1863, both inclusive, showing the quantity of anthracite moved on each line towards the General Market, and the total from each of the three regions for each year with the percentage of the whole carried by the two Schuylkill Lines.

About the middle of December the Pennsylvania Coal Company began to forward coal by rail over the Erie Railroad to the Hudson River; so that henceforth there will be seven independent Anthracite Trunk Lines, leading out from the Mining Region to the general market on the Delaware, the Hudson, and farther East.

Years.	Schuylkill Canal.	Philadelphia and Reading Railroad.	Total via Schuylkill Valley.	Lehigh Canal.	Lehigh Valley Railroad.	Total via Lehigh Valley.	Delaware and Hudson Canal.	Delaware, Lackawanna and Western Railroad, South Division.	Total from Lackawanna Valley.	Total tons moved on six lines.	Proportion of grand total by the two Schuylkill lines.
1856.	1,169,468	2,088,908	3,258,376	1,186,280	165,740	1,351,970	1,112,150	121,113	1,233,083	5,813,889	55 per ct.
1857.	1,275,998	1,709,692	2,985,690	900,314	418,236	1,318,750	1,023,550	236,953	1,320,503	5,624,983	53
1858.	1,323,804	1,542,646	2,866,450	908,800	471,930	1,380,730	977,829	338,247	1,516,176	5,763,356	49
1859.	1,371,733	1,633,130	3,004,863	1,050,592	577,632	1,628,244	1,276,849	633,080	1,911,929	6,545,076	46
1860.	1,356,688	1,878,156	3,234,844	1,001,393	730,642	1,821,974	1,201,091	827,954	2,029,045	7,085,663	45
1861.	1,183,670	1,460,832	2,644,502	994,705	743,672	1,788,371	1,356,301	833,497	2,189,798	6,572,577	40
1862.	980,727	2,080,815	3,061,542	893,227	883,574	1,767,801	1,238,157	1,105,483	2,343,640	6,683,983	46
1863.	854,556	2,849,408	3,703,964	699,558	1,136,555	1,893,113	1,490,105	1,223,166	2,713,271	8,312,348	45

Of the 8,312,348 tons of Anthracite, carried by the six competing lines from the three regions, a railroad and a canal from each, the percentage is divided thus:

Carried by the two Schuylkill lines.....	45 per ct.
" " Lehigh lines.....	24
" " Lackawanna lines.....	32

With the developments in progress in the Mahanoy Coal Basin, and with the projected direct connection from the head of the Schuylkill Valley to the south end of the Wyoming Coal

Basin completed, the two Schuylkill lines will unquestionably carry 50 per cent. of the Anthracite supply to the great seaboard market.

Population and Valuation of States.

States.	Population.	Valuation.
Alabama.....	964,201	\$495,237,078
Arkansas.....	435,450	219,256,473
California.....	379,994	207,874,613
Connecticut.....	460,147	444,274,114
Delaware.....	112,216	46,242,181
Florida.....	140,425	73,101,500
Georgia.....	1,057,286	645,895,237
Illinois.....	1,711,951	871,860,282
Indiana.....	1,350,428	528,835,371
Iowa.....	674,913	247,383,265
Kansas.....	107,206	31,327,875
Kentucky.....	1,155,684	666,043,112
Louisiana.....	708,002	602,118,568
Maine.....	628,279	190,211,600
Maryland.....	687,049	376,919,944
Massachusetts.....	1,231,066	815,237,433
Michigan.....	749,113	257,163,983
Minnesota.....	172,123	52,294,413
Mississippi.....	791,305	607,324,911
Missouri.....	1,182,012	501,214,393
New Hampshire.....	326,073	156,310,860
New Jersey.....	672,035	467,918,324
New York.....	3,880,735	1,843,338,517
North Carolina.....	992,622	358,739,399
Ohio.....	2,339,511	1,193,898,422
Oregon.....	52,465	28,930,637
Pennsylvania.....	2,906,115	1,416,501,818
Rhode Island.....	174,620	135,337,584
South Carolina.....	703,708	548,138,754
Tennessee.....	1,109,801	493,903,892
Texas.....	604,215	365,200,614
Vermont.....	315,098	122,477,170
Virginia.....	1,246,620	634,599,745
West Virginia.....	349,698	158,649,936
Wisconsin.....	775,881	273,671,668

Principles Regulating the Liability of a Master for Injuries Suffered by his Servants.

The general principles of law applicable to cases where a servant suffers injury caused by the unskillfulness or negligence of another servant, for which the employer is not responsible, are stated at considerable length in the late case of *Wright vs. The New York Central Railroad Company*, decided in the Court of Appeals, December, 1862. The facts of the particular case are not necessary to an understanding of the doctrines here laid down.

The opinion of the Court was delivered by ALLEN J., who said:

Certain principles touching the liability of the master to the servant for injuries sustained by the latter in the course of his employment, have by the decisions in this State and several of the sister States as well as in England, become so well settled that they need only to be stated. They cannot be disturbed neither can their authority be disregarded.

1. A master is not responsible to those in his employ for injuries resulting from the negligence, carelessness, or misconduct of a fellow servant engaged in the same general business. (*Farwell vs. The Boston and Worcester Railroad Corp.*, 4 Met., 49; *Brown vs. Manvell*, 6 Hill, 592; *Coon vs. Syracuse and Utica Railroad Company*, 1 Seld., 492; *Sherman vs. Rochester and Syracuse Railroad Company*, 17 N. Y., 153; *Russell vs. Hudson River Railroad Co.*, id., 134; *Boldt vs. The New York Central Railroad Company*, 18 id., 432; *Hayes vs. The Western Railroad Corp.*, 3 Cush., 270; *Albro vs. The Agawam Canal Company*, 6 Cush., 75; *Ray vs. The Boston and Worcester Railroad Corp.*, 9 id., 112; *Gillshannon vs. The*

Upon these principles, it was the judgment of the Court, that the plaintiff who was a brakeman on the road of the defendant, and had been injured by the negligence of an engineer who was not shown to be incompetent for his place, ought to be non-suited.

From the report of the State Treasurer for the fiscal year ending September 30, 1863, we learn that—

The balance in the general fund on the 1st day of October, 1862, was \$166,523 04
Total receipts into said fund, including sale of bonds (\$50,000,) and tax for State aid (\$272,156 16,) amount to 850,376 12

Making a total of	\$1,016,899 16
The total disbursements from said fund during the year amount to...	810,940 55

Leaving a balance on hand Sept. 30,	
1863	\$205,958 61

At the close of the last fiscal year there were remaining in the Treasury, unsold, State bonds amounting to \$75,400.

Of these, \$37,400 were sold at par, payable on delivery, as authorized by Chapter 89, General Laws of 1862. Chapter 157, of the Laws of 1863 directed the Governor, Secretary of State, and State Treasurer to negotiate a loan, or to issue certificates of indebtedness in such amounts as they might deem necessary, for war purposes, as indicated in said chapter, not exceeding, in all, the sum of \$350,000.

In accordance with said authority, there have been issued two certificates of indebtedness, amounting to \$220,000, and invested in the school fund, as directed by Chapter 100, Laws of 1863.

By authority of said Chapter 157, there is still available for war purposes, when needed, the sum of \$130,000.

The last Legislature, "for the purpose of defraying extraordinary expenditures in the enlargement of the capitol," also directed that State bonds to the amount of \$50,000 be issued, redeemable April 1st, 1868. Said bonds have been issued and sold at par.

During the past year, \$50,000 in State bonds, issued in 1858, have been redeemed, leaving outstanding, in bonds and certificates, \$1,720,000, redeemable as follows:

Bonds for \$250,000, 6 per cent., in	1867
" 50,000, 6 " in	1868
" 100,000, 6 " in	1877
" 100,000, 6 " in	1878
" 100,000, 6 " in	1879
" 100,000, 6 " in	1880
" 100,000, 6 " in	1881
" 100,000, 6 " in	1882
" 100,000, 6 " in	1883
" 100,000, 6 " in	1884
" 100,000, 6 " in	1885
" 100,000, 6 " in	1886
" 100,000, 6 " in	1887
" 100,000, 6 " in	1888

Certificate of indebtedness, \$150,000 7 p. c. in, 1898	100,000, 6	in 1888
" " 70,000 7 " in, 1899		

On Thursday last the elevations were taken from a point just west of the Chautauqua creek, on the line of the Lake Shore road, to the top of the hill on the route to Corry, by T. W. Bristol, of Fredonia, an experienced civil engineer, and who was an engineer on the New York and Erie road. He pronounces the route thus far entirely practical. Further surveys will be made at an early day. The route looked out reaches the top of the hill just east of Bell's Gulf. In the location of the grade, it may vary from this a short distance either east or west. The advantages of the proposed road are too apparent to lead to any great delay in its construction. The grade up the hill will be much lighter than was at first supposed. —
Westfield Republican.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Rate.	Dividend Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	12,494,000	6	7	6
Berkshire (guarant'd)	600,000	6	7	7
Boston, Concord & Montreal (pref.)	800,000	6	7	7
Camden & Atlantic (new pref.)	554,000	6	7	7
Buffalo, N. Y. & Erie (guarant'd)	850,000	6	7	7
Camden & Atlantic (preferred)	620,800	6	7	7
Catawba (preferred)	1,150,000	6	7	7
Chesapeake (guarant'd)	350,000	6	7	7
Cuyahoga & Susquehanna (guarant'd)	843,500	6	7	7
Cheshire (preferred)	2,017,825	6	7	7
Chicago & Alton (preferred)	2,464,336	6	7	7
Chicago & North Western (pref.)	2,400,000	6	7	7
Concho (preferred)	177,760	6	7	7
Cl. & Passumpsic Rivers (guarant'd)	49,200	6	7	7
Cumberland Valley (1st preferred)	243,000	6	7	7
" (2d preferred)	243,000	6	7	7
Detroit & Milwaukee (preferred)	1,500,000	6	7	7
Dubuque & Sioux City (preferred)	1,952,180	6	7	7
Empire, Jeff. & Canandaigua (guar.)	500,000	6	7	7
Elmira & William-port (preferred)	500,000	6	7	7
Erie (preferred)	8,636,700	6	7	7
Hannibal & St. Joseph (preferred)	5,309,328	6	7	7
Harrisburg & Lancaster (guarant'd)	1,182,100	6	7	7
Houston (preferred)	1,180,000	6	7	7
Indianapolis & Madison (preferred)	353,900	6	7	7
Kanawha & Portland (preferred)	247,000	6	7	7
" (new pref.)	125,000	6	7	7
Lackawanna & Bloomsburg (pref.)	600,000	6	7	7
Marquette & Cincinnati (1st preferred)	5,106,584	6	7	7
" (2d preferred)	3,424,169	6	7	7
Michigan S. & N. Indiana (guar.)	2,883,500	6	7	7
Mt. & Prairie du Chien (1st pref.)	1,051,000	6	7	7
" (2d pref.)	1,034,000	6	7	7
Milwaukee & St. Paul (preferred)	2,285,700	6	7	7
New Haven & Northampton (guar.)	1,010,000	6	7	7
New York & Harlem (preferred)	1,600,000	6	7	7
Niagara Br. & Canandaigua (guar.)	1,000,000	6	7	7
Patterson & Hudson (guarant'd)	630,000	6	7	7
Patterson & Ramapo (guarant'd)	243,000	6	7	7
Penn. & B'n't Valley (guarant'd)	1,200,000	6	7	7
Philadelphia & Reading (preferred)	1,551,800	6	7	7
Philadelphia & Trenton (guarant'd)	1,000,000	6	7	7
Pitt. & Wayne & Chicago (pref.)	2,000,000	6	7	7
Pittsfield & North Adams (guar.)	450,000	6	7	7
Portland, Saco & Portsmouth (guar.)	1,500,000	6	7	7
Rutland & Burlington (preferred)	382,700	6	7	7
" (preferred)	698,175	6	7	7
St. L. Alton & Terre Haute (pref.)	1,500,000	6	7	7
Toledo & Wabash (preferred)	920,200	6	7	7
Troy & Greenbush (guarant'd)	274,400	6	7	7
Vermont & Canada (guarant'd)	1,600,000	6	7	7
Warren (guarant'd)	1,307,750	6	7	7
White Mountains (guarant'd)	300,000	6	7	7
Wrightav. York & Gettysburg (guar.)	317,050	6	7	7

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Rate.	Payable.	Principal Payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,987,343	6	J. & J.	1856	97
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	
" sterling	4,375,000	6	"	1890	
Preferred bonds	1,700,000	6	"	18	
Bonds guar. by Virginia	200,000	6	"	18	
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	94
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Pennsylvania:					
1st Mortgage	732,000	7	J. & J.	1865	
Interest Certificates	161,990	6	"	1868	
Unsecured bonds	839,172	6	M. & S.	1870	105
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	
2d Mortgage	87,000	6	"	1865	
Morris:					
1st Mortgage	406,500	6	A. & O.	1870	104
North Branch:					
1st Mortgage	500,000	6	M. & N.	1870	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	100
2d Mortgage	3,060,070	6	J. & J.	1882	88
Improvement	568,500	6	M. & N.	1876	88
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	
Md. etc. loan converted	200,376	5	"	1865	
Mortgage bonds	993,500	6	"	1878	68
Preferred Interest b'ds.	227,569	6	"	1878	28
Union (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	92
West Branch & Susquehanna:					
1st Mortgage, etc. fund	400,000	6	J. & J.	1874	75
Wyoming Valley					
1st Mortgage	780,000	6	J. & J.	1878	97

CANAL AND MISCELLANEOUS STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	97	
Chesapeake and Ohio	100	8,223,595		
Delaware Division	100	1,633,350	43	
Delaware and Hudson	100	7,500,000	7 175	
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	88,000		
Illinois and Michigan	50	2,500,000	6 60	
Lehigh Navigation	50	1,803,000	6 51	
" (scrip)	50	726,800	3	
Monongahela Navigation	50	1,025,000	68	
Morris (consolidated)	100	1,175,000	10 134	
" (preferred)	100			
North Branch	100	1,932,457	24	
Sault Ste. Marie	100	2,722,607	37	
Schuylkill Navigation (consolidated)	50	2,048,260	25	
" (preferred)	50	2,750,000	7	
Susquehanna and Tide Water	50	1,000,000	6 105	
Union (preferred)	50	500,000	6 82	
West Branch and Susquehanna	100			
Wyoming Valley	100			
STEAMSHIP AND TRANSIT:				
Central American Transit	100		37	
Nicaragua Transit	100		24	
Pacific Mail Steamship	100	4,000,000	225	
Union Steamship (Boston)	100		155	
EXPRESS:				
Adams	100	2,000,000		
American	500	1,000,000		
National	100	250,000		
Overland Mail	100	500,000		
United States	100	800,000		
Wells, Fargo & Co.	100	1,000,000		
TELEGRAPH:				
American	100	1,000,000		
Atlantic	100			
INSURANCE STOCKS:				
Alma Fire	50	200,000		
Columbian (Marine)	100	1,000,000	127	
Mercantile Mutual	100	600,000		
New England Mutual (Life)	100			
Washington (Fire)	50	400,000		
TRUST:				
Farmers' Loan and Trust	50	1,000,000		
New York Life Insurance & Trust	100	1,000,000		
United States Trust	100	1,000,000		
LAND AND IMPROVEMENT:				
Boston Water Power	100		47	
Boston and Roxbury Mill	100		41	
Canton (Baltimore)	100	5,000,000	10	
Cary Improvement	5	300,000	10	
East Boston	100		14	
Essex (Boston)	100	1,000,000	96	
Waverly (Boston)	100		24	
GAS-LIGHT:				
Baltimore	100		8	
Boston	500	1,000,000	860	
Brooklyn	25	2,000,000		
Cincinnati	100			
City (Brooklyn)	100			
Citizens' (Brooklyn)	20		120	
Hartford	100			
Jersey City and Hoboken	50			
Manhattan, N. Y. (stock)	50	4,000,000	245	
" (scrip)	37		239	
Maryland (Baltimore)	25			
Metropolitan, N. Y.	100		182	
New Haven	100			
New York	50	750,000		
Philadelphia	100			
Pittsburg	100			
St. Louis	100			
Southwark (Philadelphia)	100			
Williamsburg	50		151	
UNCLASSIFIED:				
American Coal	25	1,500,000	88	
American West India	100	1,000,000		
Baltimore Coal	100			
Baltimore and Cuba Smelting	100		145	
Central Transportation	100			
Cherry Run Petroleum	100		9	
Cumberland Coal (preferred)	100	5,000,000		
George's Creek Coal and Iron	100	1,000,000	70	
Gold Mining of Colorado	100		41	
Hazleton Coal	50		68	
Hudson River Bridge	100			
Mariposa (gold)	100	10,000,000	30	
Metropolitan Coal	100			
New Almaden (quicksilver)	100			
New Jersey Zinc	100	1,200,000		
Pennsylvania Coal	50	8,300,000	186	
Quicksilver	100			
Santa Clara (quicksilver)	100		8	
Santa Rita (silver, copper, and lead)	100			
Monro. Expl. & Mining (silv. & cop.)	100			
West India Cotton	100	100,000		

MINING STOCKS.

COMPANIES.	Par Value of Shares.	Amount Paid on Shares.	Number of Shares.	Dividends last year.	Market price per share.
Acton (copper)	5		200,000		4
Adventure (copper)		11	20,000		10
Albany and Boston (copper)		2	20,000		2
American and Mexican Silver		100	10,000		5
Algoma (copper)		1	20,000		20
Arizona (copper)		1	20,000		18
Aztec (copper)		1	125,000		1
Balt. and N. Carolina (copper)		24	200,000		52
Bay State (copper)		7	20,000		14
Bedford (copper)		5	20,000		1
Black River (copper)		5	20,000		10
Bohemian (copper)		10	20,000		2
Bucks County (lead)		4	100,000		4
Cambridge (copper)		5	20,000		57
Caledonia (copper)		1	20,000		40
Canada (copper)		4	100,000		8
Carp Lake (copper)		10	20,000		56
Cascade (copper)		5	20,000		13
Central (copper)		5	20,000		30
Chaudiere (copper)		1	100,000		4
Columbia (copper)		4	20,000		4
Consolidated (copper)		5	20,000		49
Copake (iron)		1	50,000		100
Copper Falls (copper)		24	20,000		80
Dacotah (copper)		1	20,000		4
Dana (copper)		2	20,000		4
Doylesville (copper)			20,000		4
Dudley (copper)			20,000		4
Eagle River (copper)		3	20,000		4
Everett (copper)		5	20,000		5
Evergreen Bluff (copper)		5	20,000		9
Excelsior (gold)		10	80,000		7
Flint Steel River (copper)			20,000		9
Forest City (copper)			20,000		9
Fort Filmore (silver)		20	50,000		
Frankonia (copper)		5	60,000		
Franklin (copper)		6	20,000		49
French Creek (copper)			100,000		
Gardner Hill (copper)		5	20,000		80
Grand Portage (copper)		1	20,000		1
Great Western (copper)			20,000		4
Guilford (copper)		5	20,000		36
Hamilton (copper)			20,000		3
Hancock (copper)		6	20,000		13
Hanover (copper)			20,000		5
Highland (copper)			20,000		5
Hilton (copper)			20,000		5
Humboldt (copper)		2	20,000		5
Huron (copper)		13	20,000	20	40
Indiana (copper)			20,000		
Ile Royale (copper)		16	20,000		24
Jefferson (copper)			20,000		
Kickapoo (copper)		1	200,000		
Knowlton (copper)		1	20,000		9
Madison (copper)			20,000		6
Mandan (copper)		2	20,000		6
Manhattan (copper)			20,000		6
Mass (copper)			20,000		
Meadard (copper)		5	20,000		18
Minnesota (copper)		3	20,000		74
Montana (gold)		5	100,000		1
Mount Hope (lead)		2	80,000		
National (copper)		5	20,000		33
Native (copper)		3	20,000		2
Naukeag (copper)		1	20,000		2
New England (copper)		2	20,000		3
North Cliff (copper)		3	20,000		5
North State (copper)		5	20,000		30
North Western (copper)		7	20,000		12
Norwich (copper)			20,000		6
Nova Scotia (gold)			100,000		
Ogima (copper)			20,000		3
Ontonagon (copper)			20,000		
Ottawa (copper)		1	200,000		42
Pennsylvania (copper)		25	20,000		9
Petherick (copper)		1	20,000		11
Pewabic (copper)		3	20,000		60
Phoenix (copper)		13	20,000		25
Pittsburg and Boston (copper)		5	20,000		87
Placentia Bay (lead)		5	20,000		
Pontiac (copper)		3	20,000		6
Prince of Wales (copper)					
Providence (copper)					
Quartz Hill (gold)		10	200,000		18
Quincy (copper)			20,000		87
Rockland (copper)		5	20,000		17
Saginaw (saline and mineral)					
St. Mary's (copper)		8			10
Shawangunk (lead)		5	110,000		
Sheldon (copper)					
Silver Hill		5			
Silver Valley					
South Side (copper)		3	20,000		10
Springfield (copper)		5	20,000		5
Star (copper)		7	20,000		2
Superior (copper)		4	20,000		12
Toltec (copper)		20	20,000		3
Tremont (copper)		1	20,000		9
Union (lead)		5	100,000		4
Vermont (copper)		5			60
Waterloo (copper)		3	100,000		1
Wickham (copper)		5	200,000		8
Wicopa (copper)		5	100,000		5
Winthrop (copper)		24	20,000		6
Wyandotte (copper)					

PASSENGER RAILROAD SHARE LIST

N. B.—A dash (—) signifies "nil" and leaders (....) "not ascertained."

PASSENGER RAILROAD BONDS

Fiscal year ending.	Completed: equal in single trk.	Length: in progress or projected	Equip-ment.			Companies.	Cost of Road and Equipment	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	Description.	Amount outstanding	Rate.	[Pay-able	Principal payable	Market Price.
			Horse.	2-horse.	1-horse.				Bonds.	Floating Debt.	Gross.	Nett.									
30 Nov. '62	1.52					MASSACHUSETTS.	\$	\$	\$	\$	\$	\$	P. & C.			Broadway (Brooklyn):	\$	pe	Months	Year	P. & C.
30 Nov. '62	4.30					Boston and Chelsea	140,000	140,000			5,600	5,600	12 1/2	47 1/2		Real Estate Mortgage	27,500	7 J. & J.	Var.		
30 Nov. '62	8.21		134	20		Broadway, Boston	118,020	69,200		750	69,580	9,225	12 1/2	124		Brooklyn Centr. & Jamaica					
30 Nov. '62	6.99					Cambridge	602,651	445,800	150,000	74	53,622	58,022	0			1st Mortgage	252,100	7 J. & J.	1870		
30 Nov. '62	4.39					Cliftondale	95,500	70,000	25,000	3,748	625					Brooklyn City					
30 Nov. '62	0.79					Dorchester	155,594	120,800	5,000		8,506	7,467	7 1/2			1st Mortgage	170,000	7 J. & J.	1872		
30 Nov. '62	0.75					Dorchester Extension	12,800	12,800			1,024	1,024	8			Brooklyn City & Newtown					
30 Nov. '62	12.43		123	23		Dorchester and Roxbury	25,641	11,000	7,800	7,932	2,040	2,040	8			1st Mortgage	146,000	7 J. & J.	1872		
30 Nov. '62	3.51					Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501				Cambridge:					
30 Nov. '62	3.26					Malden and Melrose	60,200	200,000	73,100	66,223						1st Mortgage	150,000	6 J. & J.	1881	1904	
30 Nov. '62	21.17		515	82		Medford and Charlestown	84,000	22,000	12,000		2,040	2,040	8			Central Park, East & North River:					
30 Nov. '62	6.33		290	42		Metropolitan (Boston)	735,955	600,000		103,780	300,806	64,592	8			1st Mortgage	101,000	7 J. & J.	1874		
30 Nov. '62	2.87					Middlesex (Boston)	461,790	355,000		59,457	124,715	14,898	4			Citizens' (Pittsburg):					
30 Nov. '62	2.90					Newton	27,451	29,000			1,680	1,680	0			1st Mortgage	47,800	7 J. & J.	1870		
30 Nov. '62	2.79					Quincy	102,750	63,000	20,000	29,750	14,068	4,841	5			Cliftondale:					
30 Nov. '62	2.60					Somerville	50,000	50,000			2,500	2,500	5			1st Mortgage	25,000	6 J. & J.	1871		
30 Nov. '62	4.48		67	8		Stoneham street (Boston)	35,505	32,000			1,497	600				Coney Island and Brooklyn:					
30 Nov. '62	1.02		287	50		Suffolk (Boston)	61,580	12,257	24,800	23,625	20,083					1st Mortgage	7,000	7 J. & J.	1873		
30 Nov. '62	1.50					Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10			Delaware County:					
30 Nov. '62	2.64					West Cambridge	12,850	12,850		120	771	771	6			1st Mortgage	6,500	7		</	

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				Market Price.
		Rate.	Periods.	WHEN DUE.	Rate.				Periods.	WHEN DUE.			
UNITED STATES LOANS.													
Loan of June 25, 1847.....registered coupon	\$9,415,250	6	Jan. & July.	1867	105		Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76		
Loan of Dec. 31, 1849.....registered coupon	5,908,342	6	" " "	1867			" " " " " " " " " " " "	600,000	5	" " "	77-78	1174	
Texas Indemnity of Sep. 9, 1850.....coupon	3,461,000	5	" " "	1868	106		" " " " " " " " " " " "	500,000	5	May & Nov.	1883	1084	
Loan of June 14, 1858.....registered coupon	20,000,000	5	" " "	1868	106		" " " " " " " " " " " "	1,000,000	5	" " "	1883	108	
Loan of June 22, 1860.....registered coupon	7,022,000	5	" " "	1874	98		" " " " " " " " " " " "	168,000	5	" " "	1880		
Oregon War Debt of June, 1861.....coupon	1,026,000	5	" " "	1874	100		Michigan-Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100	
Loan of Feb. 8, 1861.....registered coupon	10,415,000	6	" " "	1871	96		" " " " " " " " " " " "	100,000	6	" " "	1879		
Loan of July 17, 1861.....registered coupon	50,000,000	6	" " "	1871	97		" " " " " " " " " " " "	57,000	7	" " "	18-6	104	
Loan of Feb. 25, 1862 (5-20s).....registered coupon	40,230,000	6	" " "	1881	101		" " " " " " " " " " " "	2,000,000	6	" " "	68-89		
Treasury Notes of Feb. & Aug. 1861.....coupon	52,931,000	7.5	Feb. & Aug.	1881	105		Minnesota-State bonds.....coupon	250,000	8	Jan. & July.	1887	105	
Treasury Notes of Apr. & Oct. 1861.....coupon	86,989,000	7.5	Apr. & Oct.	1881	105		" " " " " " " " " " " "	100,000	7	" " "	1871		
Treasury Notes of 1863 (legal tender).....coupon	50,000,000	5	" " "	1881	107		" " " " " " " " " " " "	2,275,000	7	" " "	1883		
Treasury Notes of 1861 & 1862 (customs).....	717,141	4	On red'm'p'n	1881			Mississippi-State bonds (banks).....coupon	2,000,000	6	Jan. & July.	41-71		
Certificates of Deposit.....	28,059,295	6	" " "	1881			Missouri-Bank Stock Loan of 1857.....	63,000	5	" " "	1863	684	
Certificates of Indebtedness.....(coin)	70,814,639	5	" " "	1881			" " " " " " " " " " " "	199,000	6	" " "	1863		
" "													

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago, Burlington and Quincy:													
1861	149,068	115,525	158,007	181,814	169,190	149,186	169,465	188,478	224,225	228,009	210,494	179,825	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,512	270,816	304,943	282,984	229,789	2,567,234
Chicago and Alton:													
1860	55,734	55,123	74,990	63,995	76,425	81,455	81,455	108,696	94,923	107,758	78,751	64,937	938,641
1861	81,531	75,821	78,351	65,358	75,260	68,761	73,474	136,597	141,174	122,487	104,254	80,286	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	103,816	127,205	140,107	154,517	162,226	167,965	188,989	185,591	167,066	167,832	1,761,904
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,896	139,049	134,500	145,839	122,873	75,457	1,151,066
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	162,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,576	76,459	102,353	138,373	119,947	117,086	146,268	161,808	138,786	135,596	1,423,489
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	161,865	209,391	208,569	191,789	192,656	1,930,653
1864	155,034												
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	55,554	676,754
1861	48,325	48,651	59,920	60,410	84,591	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	99,971	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	163,388	163,522	1,488,197
1864	98,123												
Cleveland, Columbus and Cincinnati:													
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,078,423
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,543
Cleveland and Toledo:													
1859	59,856	56,777	75,709	62,294	55,652	52,788	44,781	61,791	72,389	70,673	73,304	62,220	780,222
1860	78,170	67,210	80,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,490
1861	85,239	76,913	86,063	90,324	65,302	63,137	62,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,539	102,176	112,507	117,284	164,576	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,500	184,389	1,574,993
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,890	292,293	5,014,999
1859	304,708	319,593	372,296	580,343	349,953	380,657	361,810	359,114	455,235	465,959	536,608	414,754	4,651,049
1860	346,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	6,385,424	6,385,424
1861	404,507	391,932	458,580	547,174	506,610	430,063	372,705	419,010	615,948	718,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	620,070	587,416	523,842	505,024	615,962	756,421	888,136	902,706	863,559	8,400,534
1863	835,458	829,734	946,041	968,453	858,867	760,868	721,889	678,959	814,828	955,371	1,029,063	1,044,214	10,390,742
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,003	110,656	83,527	119,250	208,803	195,034	123,907	89,944	1,899,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	106,541	219,528	252,108	142,658	94,860	1,462,762
1861	97,253	76,859	101,600	103,735	166,707	162,823	145,389	160,359	200,276	211,326	172,700	122,390	1,720,595
1862	109,867	105,424	74,346	80,180	158,194	225,048	190,456	139,019	188,370	208,575	169,530	143,582	1,777,641
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,508	236,618	217,633	2,224,693
1864	138,757												
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	187,443	232,033	1,938,434
1860	212,714	209,422	161,047	154,606	156,281	129,996	140,860	167,220	180,000	193,561	169,449	230,370	2,075,822
1861	203,343	167,560	159,751	150,803	152,683	114,804	135,299	146,424	173,261	197,762	246,283	240,280	2,025,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,611	270,083	403,571	2,922,970
1863	458,933	425,047	366,802	270,676	241,771	202,392	190,384	219,561	268,100	292,174	295,760	434,550	3,726,140
1864	501,231												
Illinois Central:													
1859	132,936	134,311	154,690	163,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,123,066
1860	185,257	185,926	209,994	183,758	219,800	188,000	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,269	229,334	192,054	199,488	177,829	198,280	268,983	289,862	284,020	243,249	224,403	2,999,612
1862	190,130	236,637	181,643	161,643	206,246	269,282	261,079	352,786	414,543	410,336	372,693	340,463	3,445,627
1863	299,944	269,198	266,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	400,000	4,355,225
1864	318,200												
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	66,540												
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	88,903	82,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,869	122,272	61,855	1,163,754
1863	67,120	76,132	44,925	88,177	105,967	111,260	71,587	69,362	155,417	205,054	138,342	90,000	1,224,343
1864	102,748												
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	148,625	145,258	138,094	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,853	160,454	170,842	175,481	134,688	127,278	196,321	253,851	273,722	203,492	134,972	2,068,966
1861	140,925	116,993	153,170	186,951	170,362	161,291	126,558	178,773	235,690	276,811	251,255	139,077	2,199,077
1862	163,152	153,728	157,500	193,120	200,526	181,983	180,915	226,819	276,109	326,183	305,284	279,539	2,847,833
1863	248,784	250,508	264,208	267,693	263,981	237,982	188,141	255,512	300,822	371,361	326,650	341,608	2,967,250
1864	250,163												
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	107,712	107,749	160,311	165,741	155,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,971	172,614	149,550	133,630	123,377	144,982	236,844	307,338	242,099	200,134	2,124,314
1862	159,658	159,658	151,902	175,696	186,039	174,001	172,180	216,624	295,956	322,369	307,475	258,633	2,550,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,180	3,165,064
1864	252,435												
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920					

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund, "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1867		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105.
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
1st Mortgage convertible	832,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,600,000	7	"	"	1885	105
2d Mortgage	225,705	8			1864		Bonds issued for coupons of do.	756,000	7	May & Nov.	"	1883	94
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	78
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	90
Albany and West Stockbridge:							Green Bay Extension Bonds	300,000	7	"	"	1885	95
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'70		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Androscoggin and Kennebec:							Cincinnati, Hamilton and Dayton:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70	1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
\$1,100,000 Loan	804,600	6	"	or	1890	70	2d Mortgage	950,000	7	May & Nov.	"	1880	103
Stock, convert. (Coupon)	710,000	6	"	Waterv.	'63-'66		Cincinnati, Wilm. and Zanesville:						
Atlantic and Great Western:							1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77	2d Mortgage	574,000	7	Feb. & Aug.			
Ohio " 1st Mortgage	4,000,000	7	"	"	1875	94	3d Mortgage	158,000	7				
N. York " 1st Mortgage	1,000,000	7	"	"	1879	80	Income	250,500	7				
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7				
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland	1860	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	100
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & B.	'68-'70		2d Mortgage	244,200	7	March & Sept.		1864	100
Baltimore and Ohio:							3d Mortgage	668,200	8			1870	
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev., Painesville and Ashtabula:						
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	106	1st Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
" " " 1850.	700,000	6	Jan. & July.	"	1880	106	Special (Sunbury and Erie)	500,000	7	"	"	1878	121
" " " 1855.	1,125,500	6	Jan. & July.	"	1875	107	Dividend Mortgage	900,000	7			1880	
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102	Cleveland and Pittsburgh:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
Bellefontaine and Indiana:							2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	1873	105
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1875	103
2d Mortgage	164,000	7	"	"	1870		4th Mort. (M. L.) or 3d Extension	1,059,023	6	"	"	1886	94
Belvidere Delaware:							River Line bonds	20,900	7			1887	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Clev., Columbus and Cin.:						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877		Cleveland and Toledo:						
Boston Concord and Montreal:							1st Mortgage	284,000	7	April & Oct.	New York.	1867	101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100	2d Mortgage	164,000	7	June & Dec.	"	1872	101
2d Mortgage	300,000	7	"	New York.	1865	102	Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	"	1863	75
3d Mortgage	100,000	6	Jan. & July.	Boston.	1870		Tol., Nor. and Clev. 2d Mort.	176,500	7	"	"	1863	75
2d Mortgage Coupons	250,000	7	"	New York.	1870		C. and T. Income Mortgage	66,150	7	March & Sept.	"	1863	75
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
Boston and Lowell:							C. and T. Income (convertible)	169,900	7	"		1864	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107	C. and T. Dividend (convert.)	128,410	7	April & Oct.	New York.	1865	70
Buffalo, New York and Erie:							C. and T. Income (convertible)	25,000	7	March & Sept.	"	1870	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104	C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	"	1885	110
2d Mortgage coupon	428,714	7	May & Nov.	"	1872	103	Columbus and Xenia:						
Buffalo and State Line:							Dividend (due 1860, '61, '62, '66)	74,900	7	June & Dec.	New York.	var.	
1st Mortgage	500,000	7	April & Oct.	New York.	1868	108	Connecticut River:						
Income in '99, 1 in '72	200,000	7	Jan. & July.	"	var.		Mortgage	250,000	6	March & Sept.	Boston.	1878	103
Unsecured	200,000	7	"	"	1864		Connecticut and Passump. Rivers:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	99
Burlington and Missouri:							2d Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mort. on 1st Division	500,000	7	Feb. & Aug.	New York.			Cumberland Valley:	109,500	8	"	"	1904	
Cairo and Fulton (Mo.):							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
State (Mo.) Loan	650,000	6			'78-'79		2d Mortgage	109,500	8	"	"	1904	
Camden and Amboy:							Dayton and Michigan:						
English debt (S. F.) £453,093.	2,192,923	6	Semi-annual.	London.	1890		1st Mortgage	300,000	8	Jan. & July.	New York.	1887	
Converted Sterling Loan	798,200	5	"	"	1883		2d Mortgage	2,503,000	8	"	"	1881	100
American Loan	762,000	6	"	New York.	1864	105	Dayton and Western:						
Extra Dividend Loan	334,458	6	"	"	1864		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Loan for \$500,000	500,000	6	"	"	1867	108	2d Mortgage	250,000	7	June & Dec.	"		40
" " \$800,000	790,000	6	"	"	1870	103	Delaware:						
" " \$775,000	675,000	6	"	"	1875	102	1st Mortgage guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
" " \$1,700,000	1,700,000	6	"	"	1883	99	Guaranteed.	100,000	6	"	"	1875	105
" " \$2,500,000	867,000	6	"	"	1889	100	State Loan	170,000	6	"	"	1876	
Consolid. Mort. Loan \$5,000,000			"	"	1890	104	Delaware, Lackawanna and Wm:						
Camden and Atlantic:							1st Mortgage (Lack. & Western)	900,000	7	April & Oct.	New York.	1871	111
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		1st Mortgage (E. Extension)	1,499,000	7	"	"	1875	114
Ontario:							2d Mortgage	2,616,500	7	March & Sept.	"	1881	110
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		Detroit and Milwaukee:						
Oayuga and Susquehanna:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	800,000	7	Jan. & July.	New York.	1865		2d Mortgage	1,000,000	8	"	"	1866	
Central of New Jersey:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	109	4th Mortgage (G. W. R. R.)	500,000	8				
2d Mortgage	600,000	7	May & Nov.	"	1875	112	Dubuque and Sioux City:						
Central Ohio:							1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	106	Dubuque Western:						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	91	1st Mortgage	344,000	7				
2d Mortgage	800,000	7	June & Dec.	New York.	1865	104	Eastern (Mass.):						
3d Mortgage (S. F.)	950,000	7	"	"	1883	70	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
4th Mortgage (S. F.)	1,365,800	7	"	"	1878	50	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
Charleston and Savannah:							3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage (endorsed)	510,000	6					1st M. (State) \$75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
2d Mortgage	1,040,000	7					East Tennessee and Georgia:						
Cheshire:							State, 1st Mortgage	970,000	7				
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100	Endorsed by State of Tennessee	150,000	7				
Chicago, Burlington & Quincy:							Mortgage (ordinary)	790,688	7				
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	118	East Tennessee and Virginia:						
" " " " " " " "	3,034,000	8	"	"	1883	120	State, 1st Lien	1,602,000	7				
Plain Bonds, dated Sept. 20, 1880	755,000	7	March & Sept.	"	1890		Endorsed by State of Tennessee	200,000	7				
2d Mortgage, inconvertible	935,500	4	July.	Frankfort, M.	1890		1st Mortgage (after State)	100,000	7				
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867		Redeemable in Stock	66,953	7				
Central Military Tract, 1st Mort.	106,000	7	"	"	1864		Eaton and Hamilton:						
" " " 2d Mort.	85,000	8	May & Nov.	"	1868		1st Mortgage	757,734	7			var.	
" " " Plain	25,000	8	March & Sept.	"	1876		Erie and North-East:						
Chicago and Alton:							Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61-'70	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	101	Florida:						
1st Mortgage pref. S. F.	600,000	7	April & Oct.	"	1877	100	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	90	Free Land, 2d Mortgage	1,500,000	8			1891	
Chicago and Milwaukee:							Florida and Alabama:						
1st General Mort.		7	Jan. & July.	New York.	1898		Internal Improvement (State)		7			1891	
1st " " (O. & M.) conv.		7	May & Nov.	"	1874		Free Land, 2d Mortgage		8			1891	
1st " " (M. & C.)		8	Jan. & July.	"	18		Florida, Atlantic and Gulf Centr.		7			1891	
2d " " " "		8	"	"	18		Internal Improvement (State)	300,000	7			1891	
		8	"	"	18		Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galea and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'92-'98	112	State (Tenn.) Loan	1,240,000	6				
1st Mortgage (Extended)	871,000	7	"	"	1882	110	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,246,000	7	May & Nov.	"	1875	101	1st Mortgage Sterling	467,459	6	Jan. & July.	London.	1872	98
Great Western, Ill.:							1st Mortgage B'g (convertible)	500,000	8	March & Sept.	"	1889	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106	1st Mortgage (convert.) Dollar	2,698,000	8	"	N. Y. & Boston	1889	121
" Eastern	1,350,000	7	Feb. & Aug.	"	1885	102	1st Mortgage (S. F.) convertible	4,434,000	8	April & Oct.	"	1892	124
Hannibal and St. Joseph:							Mich. Southern and N. Indiana:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'78-'87	84	Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1890	100
Land Security	5,000,000	7	April & Oct.	"	1881	83	Northern Indiana, 1st	42,000	7	Feb. & Aug.	"	1891	107
Convertible Bonds	1,300,000	7	Jan. & July.	"	1888		Erie and Kalamazoo	103,000	7	March & Sept.	"	1892	
2d Mortgage	1,200,000	7	April & Oct.	"	1870	49	Michigan Southern, conv.	16,000	7	"	"	1893	88
Harrisburg and Lancaster:							Northern Indiana, conv.	20,000	7	Feb. & Aug.	"	1893	81
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112	Jackson Branch, conv.	81,000	7	"	"	1895	88
Hartford and New Haven:							Gothen Air Line	701,000	7	"	"	1895	105
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90	Detroit and Toledo	812,000	7	"	"	1876	105
Houston:							1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	"	1885	100
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877		2d General Mortgage	2,656,500	7	"	"	1877	104
Houston and Texas Central:							*Milwaukee and Beloit:						
State (1st Lien) Loan	210,000						1st Mortgage	630,000	8				
Mortgage	126,000	7			1886		*Milwaukee and Horicon:						
Hudson River:							1st Mortgage	420,000	8				10
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'02-'70	110	2d Mortgage	600,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	116	Milwaukee and Prairie du Chien:						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	123	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Convertible	1,002,000	7	"	"	1897	103	Minnesota and Pacific:						
Illinois Central:							Real Estate	1,200,000	7	Jan. & July.		1892	
Optional Right bonds	33,000	7	Jan. & July.	New York.	1898		1st Mortgage	350,000	7	"		1893	
Construction	11,619,500	7	April & Oct.	London.	1875		Mississippi Central:						
Construction	3,104,000	6	"	New York.	1875	122	1st Mortgage	1,007,383	7				
Eight per cent. bonds	304,000	8	March & Sept.	"	1865		Mississippi Central and Tenn.:						
Indiana Central:							State (Tenn.) Loan	529,000	6				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1896		Mississippi and Missouri:						
2d Mortgage	361,000	10	"	"		110	1st Mortgage (convertible)	1,000,000	7		New York.		
Income	20,500						2d Mortgage (S. F.)	400,000	6		"		
Indianapolis and Cincinnati:							Oakalosa Division	500,000	7		"		
1st Mortgage	500,000	7	Jan. & July.	New York.	1886	106	1st Land Grant	2,000,000	7		"		46
2d Mortgage	400,000	7	"	"	1882	100	2d Land Grant	700,000			"		
Real Estate Mortgage	200,000	7			1868	68	Mississippi and Tennessee:						
Ind., Pittsburg and Cleveland:							Tennessee State Loan	98,000	6			1886	
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Mississippi State Loan	202,796	6				
2d Mortgage	314,000	7	"	"			1st Mortgage	171,000	7			1873	
Indianapolis and Madison:							Mobile and Ohio:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83	City (Mobile) Tax Loan	400,000	6				
Jeffersonville:							Tennessee State Loan	674,860	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Alabama State Loan	389,410	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Income	1,668,070	8	Jan. & July.	New York.	'61-'67	
*Kennebec and Portland:							Sterling	878,035	6			1893	
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Mississippi State Loan	209,970	6				
2d Mortgage	230,000	6	"	Augusta.	1861		Montgomery and West Point:						
3d Mortgage	250,000	6	"	"	1862		Alabama State Loan	122,622					
*Kentucky Centr. (Conv. and Lex.)							Mortgage (due 1880, '63 and '65)	350,000	6			var.	
1st Mortgage	180,000	6					Mortgage	450,000	8			1896	
1st Mortgage	280,000	7					Muskegon:						
2d Mortgage (convertible)	1,000,000	7					1st Mortgage	249,000	7				
3d Mortgage	600,000	7					Nashville and Chattanooga:						
Guaranteed by Covington	200,000	6					Mortgage (State endorsed)	1,500,000					
Cincinnati (exchanged)	100,000	6					Chat. and Clev. Subsc. (endorsed)	231,000					
Keokuk, Ft. D. Moines and Minn.:							*New Albany and Salem:						
City of Keokuk, 20 years	400,000	8					Crawfordsville	175,000	7				
City of Keokuk, (special tax)	150,000	10					1st Mortgage	600,000	10				
Keokuk, Mt. Pleasant and Muscat.							1st Mortgage	2,235,000	6				
Lee County	150,000	8					N. Hav., N. Lond. and Stonington:						
City of Keokuk	200,000	8					Mortgage	450,000	7	March & Sept.	New Haven.	1861	
La Crosse, Virgo & Mineral Pt.:							2d Mortgage	200,000	6	Jan. & July.	"	1868	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		Extension	116,000	6	May & Nov.	"	1873	
Lehigh Valley:							New Haven and Northampton:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104	1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
La Crosse and Milwaukee:							New Jersey:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89	Company's (various)	688,000		Semi-annually.	New York.	var.	102
2d Mortgage (Eastern Div.)	1,000,000	7					New London Northern:						
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.		44	1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
2d Land Grant (Western Div.)	353,000	7				44	N. Orleans, Jackson and Gt. North:						
3d Mortgage (whole road)	1,700,000	7					State (Miss.) Loan	255,000	6			'63-'64	
Unsecured Bonds	1,785,000	7					1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Lexington and Frankfort:							N. Orleans, Opelous and Gt. West:						
Mortgage, due 1884, '69 and '74	130,000	6		Lexington.	'64-'74		Louisiana State Loan	641,000	6				
Little Miami:							New Orleans City Subscription	1,500,000	6				
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105	1st Mortgage (S. F.)	566,000	8			1889	
Long Island:							New York Central:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100	Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106
Extension Bonds	175,000	7	May & Nov.	"	1890	101	Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	"	1894	
Long Dock Co.:							Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	"	1876	113
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110	Exchanged B'ds (S. F.) B'ds.	668,000	6	May & Nov.	"	1883	102
Mortgages on Land	473,509	7					" (") B. & N. F.	78,000	6	"	"	1883	
Louisville and Frankfort:							Real Estate (S. F.) Bonds	165,000	6	"	"	1883	101
Louisville Loan	100,000		Jan. & July.	New York.	1881		Real Estate Bonds & Mortgages	210,278	7	var.	"	var.	
1st Mortgage	228,000		"	"	'63-'78		"	25,502	6	"	"	1883	101
Louisville and Nashville:							Bonds of June, 1854	2,949,200	7	June & Dec.	"	1864	101
State (Tenn.) 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92		Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	"	1876	132
1st Mortgage	2,000,000	7	Feb. & Aug.	"	1883		Bonds of Dec. 1862 (S. F.)		6	June & Dec.	"	1887	105
Lebanon Branch 1st Mortgage	400,000	7			var.		New York and Erie:						
Memphis Branch 1st Mortgage	300,000	7			var.		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
McMinnville and Manchester:							2d Mortgage	4,000,000	7	March & Sept.	"	1879	118
State (Tenn.)	372,000	6					3d Mortgage	6,000,000	7	"	"	1883	118
Mortgage	24,000	7					4th Mortgage	5,100,000	7	April & Oct.	"	1890	112
Mortgage	10,000	6					5th Mortgage	1,791,500	7	June & Dec.	"	1896	111
Marietta and Cincinnati:							Buffalo Branch	200,000	7	Jan. & July.	"	1891	
1st Mortgage Bonds	185,609	7	Feb. & Aug.	New York.	1891	90	New York and Harlem:						
1st Mortgage sterling	87,818	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	109
Memphis and Charleston:							2d Mortgage	1,000,000	7	Feb. & Aug.	"	1894	109
State Tenn. Loan	1,100,000	6			1880		3d Mortgage	980,300	7	Jan. & July.	"	1897	109
1st Mortgage	1,000,000	7					New York and New Haven:						
Memphis, Clarkeev. and Louisv.:							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107
State (Tenn.) Loan	910,000	6					Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD JOURNAL

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
N. York, Providence and Boston:							Race and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78	---	1st Mortgage (Eastern Division)	\$680,000	8	---	New York.	1875	35
North Carolina:							1st Mortgage (Western Division)	757,000	8	---	" "	1882	---
State Loan	3,000,000	6	---	---	---	---	Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000	---	---	---	---	---
1st Mortgage	700,000	---	---	---	---	---	Richmond and Danville:						
2d Mortgage	224,500	---	---	---	---	---	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	---
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	---
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1806	---	Mortgage (Coupon)	250,000	7	Feb. & Aug.	" "	1860	---
Md. State Loan (Irredeemable)	1,500,000	6	" "	" "	1870	101	Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	" "	1871	---	Sterling (£267,000)	324,000	6	---	---	1880	---
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	" "	1871	---	Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	" "	1877	---	Coupon	150,000	---	---	---	1875	---
N. C. Contract, 2d Mort.	300,000	6	Jan. Ap. Ju. Oc.	" "	1876	---	Rutland and Burlington:						
Construction, 3d Mort.	2,600,000	6	Jan. & July.	" "	1885	101	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69
Northern (Ogdensburg):							2d Mortgage	937,500	7	" "	" "	1863	20
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	98	3d Mortgage	440,000	7	" "	" "	1863	5
2d Mortgage	3,077,000	7	" "	" "	1861	34	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	---
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	90	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	---
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96	2d Mortgage	997,000	7	---	---	1866	---
Chattel Mortgage	360,000	10	" "	" "	1887	121	3d Mortgage	1,000,000	7	---	---	1875	---
Northern (N. H.):							Six per cents	422,324	6	---	---	1875	---
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	104	Sandusky, Mansfield and Newark:						
Norwich and Worcester:							1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	---	Saratoga and Whitehall:						
Bonds for Dividend Scrip	100,000	7	" "	New York.	64-74	---	1st Mortgage	250,000	7	April & Oct.	New York.	1858	---
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	63-70	---	1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	" "	1860	---
Ohio and Mississippi (O. and Ind.):							Seaboard and Roanoke:						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	---	1st Mortgage	300,000	7	---	---	1880	---
2d Mortgage	258,000	7	April & Oct.	" "	1880	---	3d Mortgage	75,000	7	---	---	1870	---
Construction	4,242,000	7	March & Sept.	" "	1876	17	Dividend Bonds	129,083	7	---	---	1873	---
Income	3,320,000	7	May & Nov.	" "	1881	---	South Carolina:						
Orange and Alexandria:							State Loan	187,000	5	---	---	1868	---
1st Mortgage	400,000	6	May & Nov.	New York.	1866	---	Sterling	183,333	6	---	---	1863	---
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	---	Sterling	2,000,000	5	---	London.	1866	---
2d Extension	600,000	8	May & Nov.	" "	1873	---	Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000	---	---	---	---	---
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	69	South-Western (Ga.):						
State Loan (S. W. Branch)	1,268,000	6	" "	" "	87-89	---	1st Mortgage	631,000	---	---	---	1875	---
Construction	8,235,000	7	" "	" "	---	50	*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000	---	---	---	---	---
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000	---	---	---	---	---
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	" "	1872	---	*Staubenv. and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	---
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	108	2d Mortgage	900,000	7	" "	" "	1865	---
2d Mortgage	2,421,000	6	April & Oct.	" "	1875	107	St. Louis and Iron Mountain:						
3d Mortgage	2,126,400	6	" "	London.	1875	---	State (Mo.) Aid	3,501,000	6	---	New York.	---	90
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis City Subscription	500,000	---	---	---	---	---
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000	---	---	---	---	---
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-75	---	Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1871	---	1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	156,600	6	March & Sept.	" "	1871	---	Mortgage (half to State)	7,000,000	5	Jan. & July.	" "	75-78	---
Peoria and Oquawka:							Syracuse, Binghamton and N. Y.:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	---	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	---
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1873	---	St. Louis, Alton & Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
State (Va.) Loan (S. F.)	800,000	7	---	---	---	---	" " (series B)	1,100,000	7	April & Oct.	" "	1894	---
1st Mortgage (1869-70-75)	365,000	6	---	---	---	---	2d " " pref. (series C)	1,400,000	7	Feb. & Aug.	" "	1894	80
2d Mortgage (1869-70-72)	378,000	6	---	---	---	---	" " (series D)	1,400,000	7	May & Nov.	" "	1894	---
Special Mortgage (1865-68)	175,000	6	---	---	---	---	" " Income (series E)	1,700,000	7	" "	" "	1894	82
Last Mortgage (1861 to 1869)	133,500	8	---	---	---	---	Tennessee and Alabama:						
Phila. German'n and Norris'n:							State (Tenn.) Loan	814,000	---	---	---	---	---
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	" "	" "	1885	110	1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	---
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1866 (unconvertible)	409,000	6	Jan. & July.	Philadelphia.	1867	---	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	101
" 1866	192,000	5	" "	" "	1880	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	" "	" "	1866	---
" 1869	3,084,000	6	April & Oct.	" "	1870	106	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1875	87
" 1861	273,000	6	Jan. & July.	" "	1871	109	2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	---
" 1843	1,531,300	6	" "	" "	1880	105	Interest Bonds	245,700	7	---	---	90	---
" 1844 (convertible)	863,000	6	" "	" "	1880	122	Vermont Central:						
" 1848	124,000	6	" "	" "	1880	110	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	87
" 1849	83,000	6	" "	" "	1880	110	2d Mortgage Coupon	1,135,000	7	Jan. & July.	" "	1867	20
" 1857	3,417,000	6	" "	" "	1886	118	Virginia Central:						
" 1856	1,470,000	7	" "	" "	1886	126	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Phila. Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	" "	Rich'm'd &	1872	---
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	121	Mortgage (coupons)	926,000	6	" "	New York.	1884	---
Improvement	88,500	6	May & Nov.	Boston.	1863	---	Virginia and Tennessee:						
Pittsburg and Connellville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	---
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	---	1st Mortgage	500,000	6	" "	New York.	1872	80
Pittsb'g, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105	Balt. Works Br. Mort. due '59-'61	203,000	6	" "	Lynchburg.	var.	---
" (series B)	875,000	7	Feb. & Aug.	" "	1912	---	Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	" "	1912	---	1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	---
" (series D)	875,000	7	April & Oct.	" "	1912	---	Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	" "	1912	---	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87
" (series F)	875,000	7	Jun. & Dec.	" "	1912	---	" Mortgage	25,000	7	Jan. & July.	Chester.	1871	79
2d " (series G)	860,000	7	Jan. & July.	" "	1912	101	Watertown and Rome:						
" (series H)	860,000	7	Feb. & Aug.	" "	1912	---	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	---
" (series I)	860,000	7	Mar. & Sept.	" "	1912	---	Western (Mass.):						
" (series K)	860,000	7	April & Oct.	" "	1912	---	Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'63-'71	---
" (series L)	860,000	7	May & Nov.	" "	1912	---	Dollar Bonds	850,000	6	" "	Boston.	1875	105
" (series M)	860,000	7	June & Dec.	" "	1912	---	Albany City Bonds	1,000,000	6	Jan. & July.	" "	'66-'76	109
2d " (series N)	2,000,000	7	April	" "	1912	86	Hudson and Boston R. R. Loan	160,000	6	June & Dec.	" "	dem.	---
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	---	Elmira and Williamsport:						
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1865	---	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
" "	38,420	8	May & Nov.	" "	1865	---	Wilmington and Manchester:						
Pittsburg and Stouenville:							1st Mortgage	596,000	7	May & Nov.	New York.	1886	69
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	---	2d Mortgage	200,000	7	" "	" "	1872	---
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74	---	Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	---
Quincy and Chicago:							Sterling, issued in 1858	144,500	6	---	---	1868	---
1st Mortgage	1,200,000	---	---	---	1875	---	Company's endorsed by State	180,000	6	---	---	1875	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "Italic."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.			
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	P. c.				
ALABAMA.																							
30 Jun. '00	65.0			50.6			Alabama and Florida	1,451,386			877,953	508,500	105,255	1,615,704	54.0			101,102	87,886				
23 Feb. '59	30.3			58.1	2	2	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,958	30.3			55,791	31,852				
31 May '60	109.0			57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6			207,626	111,282				
30 Jun. '59	67.0			171.3			Mobile and Girard	1,500,000							67.0	236,791		76,773	21,006				
1 Apr. '61				67.2	1	2	Mobile and Great Northern	590,216			600,431			600,431				1,402,868	698,370				
1 May, '61	403.8	13.5		49.4	40	28	Mobile and Ohio	12,000,000															
29 Feb. '60	88.5	28.4		209.5	23	14	Montgomery and West Point	1,888,718	427,265	100,000	1,419,760	922,622	23,579	2,552,505	116.9			505,156	280,289	6			
1 May, '61							North East and South West																
ARKANSAS.																							
				301.4			Cairo and Fulton																
20 Nov. '58	38.5			107.5			Memphis and Little Rock	553,877			351,524	440,000	10,725	811,949									
CALIFORNIA.																							
30 Dec. '60	22.5						Sacramento Valley	1,493,850			793,850	700,000		1,493,850				239,251	104,594				
CONNECTICUT.																							
1 Feb. '63	23.8			8.2	4	5	Danbury and Norwalk	344,475	66,488		307,010	100,000		418,825	23.8			47,301	61,546	36,019			
30 Sep. '62	122.4			15.0	75.1	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511		1,936,740	2,037,500	211,574	4,445,684	122.4			301,402	126,918			
31 Aug. '63	61.4	1.6		8.9	18	21	302	Hartford and New Haven	3,260,905	254,000	141,706	2,350,000	927,000		4,181,255	78.0			404,297	98,459	17 1/2		
31 Dec. '62	74.0			64.5	11	17	256	Housatonic (preferred)	2,439,775			2,000,000	240,000	61,572	2,625,238	124.0			284,486	70,187	4		
31 Dec. '62	57.0			1.3	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,900	358,050	28,924	1,644,661	62.0			203,420	97,700	6		
31 Dec. '62	62.0			2.6	6	12	29	N. Haven, N. London and Ston.	1,454,040			738,538	750,000	156,429	1,644,967	62.0			135,072		11 1/2		
31 Dec. '62	75.9	8.9		7.2	3	8		New Haven and Northampton	1,774,455	38,023		1,010,000	650,000		1,812,476	operated by							
31 Dec. '62	66.0			5.9	7	7	91	New London Northern	677,552			602,152	75,526		698,827	66.0			156,905	151,731	5		
31 Mar. '63	61.3	1.0	03.8	28	74		407	New York and New Haven	4,643,832	72,493		3,000,000	2,000,000		5,764,327	117.4			618,810	1,036,437	12 1/2		
30 Nov. '62	59.4	7.0	8.5	15	17	313		Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,299	3,064,367	66.4	294,173		353,664	158,927			
DELAWARE.																							
31 Oct. '60	84.3			10.7			Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3			136,631	138,970	41,466			
31 Oct. '62	16.2						Newcastle and Frenchtown	704,860		18,535	744,520		5,024	749,544	6.0			27,283	10,290	9			
FLORIDA.																							
	154.2			150			Florida																
30 Apr. '60	32.0			8.0	13.0	3	1	Florida and Alabama	532,791	30,586		181,455	195,000	75,894	619,112	32.0			7,867	3,536			
	59.9			5.0			Fla., Atlantic and Gulf Central																
	100.0	3.9	10.0	153.5			Pensacola and Georgia																
GEORGIA.																							
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389			1,250,000	126,000		1,597,385	86.7			418,036	295,827	8 1/2		
	92.6			8.7	70.9			Atlantic and Gulf—M. Trunk															
31 Dec. '60	53.0							Augusta and Savannah	1,082,200			753,700	129,500		863,200	53.0			168,988	95,612			
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000			151,337			906,337	43.5							
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800			4,366,800			6,590,172	229.0			879,468	1,715,028	764,474		
31 Mar. '60	171.0	61.0			19	16	171	Georgia (and Bank)	4,156,000		1,003,650	4,156,000	312,500		5,159,550	171.0			1,150,189	628,043	8 1/2		
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000			1,500,000		12,295	1,500,000	102.5			226,341	404,618	212,876		
31 July '59	50.0				7	2	107	Macon and Western	774,244	162,534		669,950	249,000		1,026,868	50.0			202,714	110,516	8		
1 May, '61	68.1				3	4	33	Muscogee	1,385,684	52,374		1,275,901	10,200		1,488,101	68.1							
31 July '60	106.1	100.8	16.2		18	22	201	Savannah, Albany and Gulf	3,770,425			2,921,900	399,500		3,822,918	106.1			888,853				
30 Sep. '59	138.0				52	24	705	South Western	5,901,497			built and owned by State.				138.0			832,343	454,541			
ILLINOIS.																							
31 Dec. '62	220.0				35	38	712	Chicago and Alton	3,117,539			4,244,222	4,100,000	167,577	8,721,057	220.0			976,281	1,225,001	437,704		
30 Apr. '63	138.0			28.0	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594		13,179,500	263.0			1,308,146	2,412,821	1,206,039		
31 Dec. '63	45.9				6	14	101	Chicago and Milwaukee	7,799,894	67,539	120,000	988,000	762,965	188,085	2,060,065	45.9			34,282	135,234			
1 Apr. '63	242.0				29.0	36	23	705	Chicago and Northwestern	12,326,889	510,983		3,731,216	8,355,000	226,641	18,147,136	242.0			1,083,054	448,505		
31 Mar. '63	181.8				61	57	960	Chicago and Rock Island	7,069,728			5,693,000	1,407,000		7,743,039	224.4			1,690,384	1,529,141	513,100		
10 Nov. '62	38.2							Fox River Valley	580,000			580,000			580,000	38.2							
31 Dec. '62	140.0	80.4	74.5		66	63	1,369	Galena and Chicago Union	3,108,705	1,311,917	248,560	6,028,400	3,353,000		10,551,145	140.0			1,420,341	1,777,541	834,606		
31 May, '63	174.5	5.5	14.3		21	22	504	Great Western	4,039,561			1,643,561	2,396,000		4,214,342	174.5			742,097	377,476			
31 Dec. '62	454.8	252.5			112	94	2,335	Illinois Central	27,676,671			16,824,260	15,060,500		36,071,630	708.3			2,561,192	3,445,827	1,870,723		
	148.0				81.5			Illinois River															
	46.6							Ohio and Mississippi	4,870,588			1,780,295	3,292,403			46.6			oper. by Chic. & R. Is.	125,000			
	186.0				129.0			Peoria and Bureau Valley															
	102.0							Peoria and Hannibal															
	106.0							Peoria and Oquawka	5,400,000			1,569,889	2,200,000		2,000,000	106.0			oper. by Chic. & R. Is.				
31 Dec. '62	100.0							Quincy and Chicago	1,976,555			800,000	1,200,000		2,000,000	100.0			oper. by Chic. & R. Is.				
	1.0							Rock Island Bridge															
31 Dec. '62	169.0	14	12.2		31	30	424	St. Louis, Alton & Terre Haute	10,400,000			3,700,000	6,700,000		10,400,000	169.0			1,117,693	568,020			
	103.0							Indiana															
	29.0				78.0			Cincinnati and Chicago	2,099,493			1,104,079	1,006,125			103.0							
31 Aug. '57	107.0							Cincinnati, Peru and Chicago															
31 Dec. '62	72.4				19	17	206	Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100	51,772	2,283,748	72.4			249,867	119,342			
31 Dec. '62	89.8							Indiana Central	1,697,039	274,081	28,641	611,056	1,284,500	15,900	2,102,761	109.0			442,593	153,541			
31 Dec. '62	84.0	20.2			23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,302,284	140,859	3,458,108	84.0			448,668	280,834			
31 Dec. '62	81.8							Ind., Pittsburg and Cleveland	1,739,380		10,000	835,971	991,400	11,036	2,193,839	81.0			450,079	247,338			
31 Dec. '62	61.0				15	14	201	Jeffersonville	1,549,518		275,234	1,015,907	621,000		2,175,223	108.0			312,859	537,863	263,156		
	59							Lafayette and Indianapolis	1,860,000			1,000,000	600,000		2,000,000	61.0							
31 Mar. '63	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,433,812			772,812	661,812		1,558,763	86.0			285,974	104,951			
	288.0							Louisv. N. Albany & Chicago	6,090,000			2,800,000	3,000,000	2,000,000	6,000,000	288.0							
	73.0							Peru															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.	Dividends.			
M.	M.	M.	M.	No.	No.	No.																	
MAINE.																							
30 Nov. '02	55.0				6	4	74	Androscoggin	1,050,000			151,533	444,638	205,584	757,381	36.5	76,344	79,761	43,451				
30 Jun. '02	149.0	25.0			41	17	349	Atlantic and St. Lawrence	6,788,206	867,734		2,494,900	3,098,491		7,983,476	149.0	oper. by	Gd. Tk.			46		
30 Jun. '01	12.5				4	3	45	Bangor, Oldtown and Milford	244,720			135,000	3,472,000	40,576	244,720	12.5		80,830	Loan.				
30 Sep. '01	63.0	9.5	9.0		12	11	120	Kennebec and Portland	2,871,284			1,287,779			271,143	2,900,998	109.5	139,953	172,113	91,487			
31 May, '03	99.7	9.5			13	20	231	Maine Central	4,211,578		21,925	1,050,860	3,098,491	139,952	4,259,303	109.2	186,240	823,032	174,028				
31 Dec. '02				14.0				Penobscot	323,412			178,014	180,497	300,000									
31 May, '03	51.3				10	4	108	Portland, Saco and Portsmouth	1,494,792		100,000	1,500,000			1,632,446	51.3		283,197	170,276	6	108		
31 May, '03	37.0							Somerset and Kennebec	783,768			169,200	556,000			37.0		55,408	28,404				
31 May, '01	18.5			33.5				York and Cumberland	1,090,000			370,000	450,000	270,000	1,090,000	18.5		26,386					
MARYLAND.																							
30 Sep. '00	279.0	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8		3,922,203	2,305,788	6	104		
30 Sep. '00	30.0				7	33	167	Washington Branch	1,650,000			1,650,000			1,824,806	30.0	187,427	462,880	290,840	9	127		
31 Dec. '02	138.0	4.0	16.4		51	28	1,547	Northern Central	7,635,009	774,668	466,133	2,260,000	5,150,000	402,064	9,886,921	155.0	940,558	1,920,641	927,341		46		
MASSACHUSETTS.																							
30 Nov. '02	21.2	2.1			21	37	602	Berkshire	500,000	100,000		800,000			600,000	21.2		42,000			7		
30 Nov. '02	20.7	1.8	43.6		21	37	602	Boston and Lowell	2,245,148	183,345		1,830,000	440,000	21,046	2,755,515	70.9	336,565	421,969	136,191	67	103		
31 Mar. '02	74.8	8.3	61.1		33	72	484	Boston and Maine	3,880,350	400,463	490,908	4,076,974			5,026,336	119.3	630,940	945,980	450,302	8	128		
30 Nov. '02	47.0	7.0	32.5		28	40	209	Boston and Providence	2,952,600	207,400		3,160,000	122,730		3,462,989	61.8	435,121	702,222	355,362	8	136		
30 Nov. '02	44.6	24.0	60.1		30	69	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000		93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	145		
30 Nov. '02	46.0	1.1	2.7		7	15	102	Cape Cod Branch	907,760	123,968		681,654	141,600		1,085,074	47.1	75,219	102,627	60,053	2	62		
30 Nov. '02	50.0	2.4	8.8		12	19	176	Connecticut River	1,614,386	187,558		1,591,100	250,000		1,900,919	52.4	170,018	268,152	133,854	6	103		
30 Nov. '02	44.2	30.5	24.2		26	54	413	Eastern	3,912,207	315,185	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734		97		
30 Nov. '02	19.9	1.3	3.8					Essex	742,592	4,416		299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103		67		
30 Nov. '02	60.9	42.5	74.5		23	36	646	Fitchburg	3,189,851	350,149		3,540,000			3,829,341	63.4	342,542	580,580	254,146	6	114		
30 Nov. '02	14.0				4	4	36	Fitchburg and Worcester	234,774	40,226		219,328	64,100	5,846	239,772	28.4	33,739	88,588	4,619		106		
30 Nov. '02	29.8				3	3		Hampshire and Hampden	577,933	28,748		292,951	303,014		606,681	29.8	27,424	16,244	1,233				
30 Nov. '02	12.4				2	2	26	Lowell and Lawrence	332,885	30,275		200,000		11,762	367,182	12.4		21,780	21,780	6			
30 Nov. '02	14.5				11	19	337	Nashua and Lowell	558,919	96,094		600,000			802,401	14.5	148,515	188,183	46,540	8	123		
30 Nov. '02	20.1	1.5	1.1		5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000		800,000	36.7	42,262	134,178	45,893	5	87		
30 Nov. '02	27.0							Newburyport	597,386			220,340	234,900	140,902	597,386		oper. by	B. & M. Co.					
30 Nov. '02	25.0				8	4	13	N. York and Boston Air Line	832,444	46,269		293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653		20		
30 Nov. '02	79.5	7.8	28.5		24	64	186	Old Colony and Fall River	8,008,445	254,503		3,015,100	350,500	134,088	4,137,740	102.1	288,585	580,150	312,031	6	117		
30 Nov. '02	13.7				1	2		Pittsfield & N. Adams, guar.	432,430	11,247		450,000			450,000	13.7	24,900	43,142	23,677	6	100		
30 Nov. '02	43.4	1.0	14.9		13	18	552	Providence and Worcester	1,409,086	262,315		1,600,000	97,000		1,697,000	44.4	206,084	327,457	161,357	8	128		
30 Nov. '02	16.9							Salem and Lowell	381,470	82,543		243,503	226,900	464	471,170	11.6		31,409					
30 Nov. '02	11.5				2	9	17	South Shore	432,387	39,223		256,685	150,000	1,466	531,715	11.5	22,218	64,425	20,484		16		
30 Nov. '02	21.9							Stockbridge and Pittsfield	444,600	4,100		448,700			448,700		oper. by	the Union					
30 Nov. '02	11.1	0.6	1.2		3	10	70	Taunton Branch	250,000			250,000			239,740	11.1	51,210	134,018	23,376	9	119		
30 Nov. '02	8.1							Troy and Greenfield	1,756,370			923,810	979,308	42,352	1,945,470		oper. by	T. & N. B.					
30 Nov. '02	69.3	8.9			11	13	180	Vermont and Massachusetts	3,309,557	207,243		2,214,225	990,625		3,510,900	77.3	112,242	216,065	115,941		39		
30 Nov. '02	156.1	17.3	126.6		73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712		5,150,000	6,417,620	47,006	14,494,472	156.1	1,257,201	2,096,922	984,554	8	150		
30 Nov. '02	45.7				10	12	146	Worcester and Nashua	1,147,044	123,353		1,141,000	141,500	1,120	1,360,645	45.7	164,248	200,744	92,979	5	83		
MICHIGAN.																							
1 Jun. '02	17.3				2	2	1	Bay de Niquet and Marquette															
30 Sep. '02	57.0							Chic. Detroit & Can. G.T. June	built and	equipped	by G. T. & R.	2,950,000	4,250,000		9,008,369	188.0		340,898					
30 Jun. '02	138.0							Detroit and Milwaukee	8,270,623	647,596													
								Flint and Pere Marquette															
								Grand Rapids and Indiana															
31 May, '03	284.8	28.4			98	85	1,559	Michigan Central	13,505,576			6,067,436	7,999,489		14,384,956	329.3	1,448,558	2,946,560	1,674,200	8	135		
31 Mar. '03	246.0	281.0			83	110	1,108	Mich. B'n'n & N'n'n Indians	13,613,624	1,644,259	1,653,252	9,015,200	9,527,078		18,545,278	527.0	2,060,637	2,818,331	1,461,276		94		
								Port Huron and Milwaukee															
MINNESOTA.																							
31 Dec. '02	14.5				2	2	10	Minneapolis and Pacific	1,400,000			1,560,000											
31 Dec. '02								Southern Minnesota				575,000											
31 Dec. '02								Minneapolis and Cedar Valley				600,000											
31 Dec. '02								Minnesota Transl.				500,000											
31 Dec. '02								Root River Valley															
MISSISSIPPI.																							
30 Apr. '00	233.0				26	22	336	Mississippi Central	4,968,022	756,292		2,000,961	2,554,732	895,992	6,331,999	236.0		584,342	328,092				
31 Oct. '01	71.4				7	4	41	Mississippi and Tennessee	1,254,384	169,018		798,285	455,949	275,060	1,974,444	69.2		176,462	116,433				
31 Dec. '02	83.2				60.4			Southern Mississippi	2,750,000			1,000,000	1,400,000					250,047	121,656				
MISSOURI.																							
31 Dec. '02	87.0				2.8	51.0		Cairo and Fulton	1,213,467			500,000	650,000			37.0							
31 Dec. '02	204.8				13.2		51	19	Hannibal and St. Joseph	11,369,792	1,022,701		1,782,886	10,571,000		208.8		438,544	258,544		48		
31 Dec. '02	168.8				17.7	68.0	21	26	North Missouri	2,459,707	504,983		2,459,207	4,360,000		168.8		444,460	182,895				
31 Dec. '02	52.0				8.6				Platte County	1,200,000			500,000	700,000		52.0							
18 Feb. '03	198.0				14.4	87.3	34	30	Pacific														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending..	Railroad.					Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Car.			Property and Assets.		Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.						
					Passenger.	Freight, etc.	Railroad and Appurtenances.			Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.				Gross.	Net.	Dividends.				
M.	M.	M.	M.	No.	No.	No.														P. C.				
NEW YORK.																								
30 Sep. '02	2.0			137.0	1	10	Albany and Susquehanna	1,044,914	0.367		891,575	200,000	5,500	1,100,075										
30 Sep. '02	11.5		3.3	21.5			Albany and Vermont	600,000			600,000			600,000										
30 Sep. '02	43.9		2.8		4	60	Atlantic and Great Western	2,250,277	85,207		687,872	1,607,500	25,568	2,320,940	48.9	140,565	224,413	128,089						
30 Sep. '02	14.8		1.6				Blossburg and Corning	498,217			200,000	220,000		498,217	op. by T. & O.									
30 Sep. '02	5.4		6.4			28	Broadway (Brooklyn)	164,521	71,515		200,000	27,500	324	236,036	6.4	464,073	62,327	16,231	3					
30 Sep. '02	14.5		9.5		2	59	Brooklyn Central and Jamaica	675,987	119,225		492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	48					
30 Sep. '02	28.3		26.9	1.9	169	22	Brooklyn City	1,020,370	312,136		1,000,000	170,000	10,000	1,332,506	28.3	2,681,216	491,629	118,390	8					
30 Sep. '02	5.3		5.3	15.2	25		Brooklyn City and Newtown	267,628			346,000	146,000	8,000	600,000	5.3	273,289	80,944	2,759	100					
30 Sep. '02	142.0				28	32	Brooklyn City and Newtown	267,628			346,000	146,000	8,000	600,000	5.3	273,289	80,944	2,759	100					
30 Sep. '02	68.3		14.5		29	24	Buffalo, New York and Erie	3,188,461		160,677	850,000	2,426,714	135,547	3,682,552	176.0	609,076	823,425	275,486	58					
30 Sep. '02	10.5	0.3	4.5		20	399	Buffalo and State Line	2,277,338	508,576	149,000	1,977,950	949,000		2,926,950	88.0	437,522	1,307,921	636,970	11					
30 Sep. '02	6.8		6.3		32		Coney Island and Brooklyn	501,364			493,800	7,000	2,717	508,517	10.8	132,036	21,457		69					
30 Sep. '02	4.3		2.7		32		Eighth Avenue (New York)	874,128	64,237		800,000		25,000	938,365	6.3	2,458,019	369,955	121,565	12					
30 Sep. '02	46.8		29.0				Elmira, Jefferson & Canand.	500,000			500,000			500,000	incl. in Erie			80,000	6					
30 Sep. '02	146.0	12.0	29.0		226	101	Erie	39,855,792	*		19,978,220	19,831,500	480,665	40,285,368	633.0	4,682,369	7,868,073	2,998,542	112					
30 Sep. '02	144.0	4.0	115.1		65	117	Hudson River	10,749,863	1,363,931		3,758,466	9,363,750	298,424	13,420,040	148.0	1,162,545	2,637,529	1,269,954	141					
30 Sep. '02	96.0	2.5	11.4		14	37	Long Island	2,567,162	861,312		1,852,718	782,462	15,213	2,928,474	100.5	226,611	298,467	109,137	24					
30 Sep. '02	297.8	258.1	400.0		239	255	New York Central	27,098,951	6,646,077	791,965	24,209,000	13,779,048	284,411	42,859,880	654.9	5,092,223	10,897,631	4,054,969	7					
30 Sep. '02	98.6	1.64	6.9		8.0	42	New York and Harlem	9,356,740	660,804		6,717,100	5,995,061	69,136	11,781,297	103.0	507,373	1,154,038	456,698	104					
30 Sep. '02	5.0		5.0		28	14	Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	incl. in N.Y. Central			60,000	6					
30 Sep. '02	118.0	3.8	17.8		6	10	Ninth Avenue (New York)	851,174	24,600		795,360	22,000		875,774	5.0	779,880	89,498	19,429						
30 Sep. '02	35.9		2.2		6	10	Northern (Ogdensburg)	4,091,455	728,524		4,571,900	1,494,900		6,066,800	121.8	341,704	492,493	176,753	0.75					
30 Sep. '02	25.2		2.0		7	11	Oswego and Syracuse	698,935	116,626		396,340	208,500	16,375	815,161	38.1	76,623	140,634	77,560	7					
30 Sep. '02	172.1	17.5	15.4		22	17	Rensselaer and Saratoga	742,980	157,048		610,000	244,750		900,028	27.2		276,270	66,845	6					
30 Sep. '02	21.0		1.6		8	11	Rome, Water'n & Ogdensburg	3,092,378	308,305		1,499,100	1,923,000	64,292	3,486,392	199.6	309,922	458,512	230,219	4					
30 Sep. '02	40.9	6.6	3.9		8	11	Saratoga and Schenectady	480,584			300,000	65,000		480,584	incl. in Ren. & Sar.			243,066	81,499	88				
30 Sep. '02	8.0		8.0		61		Saratoga and Whitehall	824,622	77,585		500,000	376,000	6,337	882,337	61.3	111,280	145,227	82,258	10					
30 Sep. '02	4.0		4.4		89		Second Avenue (New York)	966,516	138,557		650,000	450,000	42,500	1,142,500	8.0		243,066	81,499	88					
30 Sep. '02	13.0		0.4		2	6	Sixth Avenue (New York)	877,604	209,623		750,000	25,000		1,089,317	4.0	1,891,960	588,033	88,285	10					
30 Sep. '02	81.0		7.6		12	12	Staten Island	267,106	36,443		63,102	193,687	70,919	327,708	13.0	50,277	37,010							
30 Sep. '02	34.9		8.7		10	9	Syracuse, Binghamton & N.Y.	2,863,540	2,654		1,206,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	12					
30 Sep. '02	18.5		2.7		112		Third Avenue (New York)	1,652,708	104,321		1,170,000	400,000		1,757,029	8.0	2,000,000	880,736	62,978	12					
30 Sep. '02	2.1		2.1		128		Troy and Boston	1,371,576	198,937		606,911	808,500	271,097	1,686,508	60.0	247,898	271,158	124,958	12					
30 Sep. '02	34.9		2.6	51.4	4	6	Troy and Rutland	492,500			325,000	180,000		492,500	oper. by Vt. Co.									
30 Sep. '02	2.1		2.1				Troy Union	752,601			30,000	680,000		752,601	oper. by the 4 Comp.									
30 Sep. '02	34.9		2.6	51.4	4	6	Utica and Black River	862,059	*		811,560			862,059	31.9	61,314	71,899	6,387						
NORTH CAROLINA.																								
31 May, '00	94.9		6.4				Atlantic and North Carolina	2,157,508	*		1,545,225	400,000	276,372	2,410,401	94.9		106,958	35,572						
31 May, '00	223.0						North Carolina	4,336,000	*		4,000,000			4,000,000	223.0		206,917	108,541						
30 Sep. '00	97.0						Raleigh and Gaston	1,240,241	*		973,800	126,200		973,800	97.0		469,458	219,688						
30 Sep. '00	161.5	15.0			23	18	Wilmington and Manchester	2,632,737	*		232,900	1,130,470	61,300	2,984,509	171.9		329,069	477,554	235,201	8				
30 Sep. '00	161.9				24	32	Wilmington and Weldon	2,569,223	*		107,000	1,240,213	791,055	102,391	3,114,954	171.0		477,554	235,201	8				
16 Mar. '00	81.0	3.0		192.5			Western North Carolina	2,000,000		4,700	290,212		70,860	304,972										
OHIO.																								
31 Dec. '02	118.2				17	12	Atlantic and Great Western	613,231			869,939		77,294											
31 Dec. '02	137.0				41	39	Bellefontaine and Indiana	3,090,584	*	11,000	1,859,813	1,169,000	9,126	3,376,255	118.2		541,150	234,820	25					
1 Aug. '01	60.3				22	28	Central Ohio	5,578,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		699,718	230,551	10					
31 Mar. '03	30.0				69	1	Cine., Hamilton and Dayton	2,933,788	431,083	91,947	2,155,900	1,234,000		3,968,183	193.3		877,404	404,416	10					
31 Dec. '02	60.3				31.0	16	Cine. and Indianapolis Junction	6,250,541	*		2,441,176	3,082,000	228,973											
1 May '03	131.8				29	32	Cine., Wilmington and Zanev.	4,230,777	723,116	74,010	5,000,000	610,000		6,454,130	191.2	926,928	1,724,917	1,033,637	20					
31 Dec. '02	135.4	55.8			18.0	13	Cleveland and Columbus and Cine.	2,553,162	298,789	23,340	1,036,056	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,051	45					
1 Dec. '02	95.5	1.2	29.5		31	34	Clev., Fairview and Mahoning	3,452,143	590,344		3,300,000	1,500,000		4,800,000	96.7	484,297	1,551,628	975,923	39					
30 Nov. '02	101	102.5			45	30	Cleveland and Ashabula	7,830,094			3,832,712	4,324,806	94,329	8,261,640	203.6		1,436,371	562,900	114					
31 May '03	109.1	79.4			32	40	Cleveland and Toledo	6,700,495	530,727	55,025	3,626,800	3,667,595		7,810,358	188.6	663,371	1,361,537	747,562	137					
31 Dec. '02	61.4				53.0	5	Clev., Zanesville and Cin.	1,413,698			1,574,268			632,486	61.6	75								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.			Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Sidings.	Road in progress or projected.	Cars.			Property and Assets.					Liabilities.					Gross.	Net.			
					Engines.	Passenger.		Freight, etc.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.					
M.	M.	M.	M.	No.	No.	No.														P. c.		
PENNSYLVANIA, (Continued.)																						
31 Oct. '62	28.2	1.9			37	110	680	Philadelphia and Trenton	552,422	51,480		999,200	250,000		1,249,200	28.2	102,364	432,351	228,844	8	173	
31 Oct. '62	95.9	34.5						Phila., Wilmington and Balt.	6,919,924	744,425	351,129	5,620,500	2,679,000		9,508,406	200.5	682,615	2,250,862	1,080,995	9	68	
31 Oct. '62	59.5	0.4	89.5		10	14	63	Pittsburg and Connellsville	2,036,181	109,302		1,763,122	1,000,000	110,417	3,501,853	72.0	194,000	129,918	50,379		8	
31 Dec. '62	68.3	59.7			121	61	1,312	Pittsburg, Ft. Wayne & Chicago	17,736,353			5,709,592	12,935,173	312,399	19,451,676	468.3	2,694,467	3,745,311	1,802,595		88	
31 Oct. '62	64.0	1.1	5.5		7	4	66	Schuylkill and Susquehanna	1,197,774	*		1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338			
31 Oct. '62	9.3	15.2	15.0					Schuylkill Valley	576,050			576,350			576,050		oper. by Ph. & R.			5	39	
31 Oct. '62	28.0	6.2			5	1	489	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	5,659	1,297,256		57,925	159,534	99,060		43	
31 Oct. '62	29.6	2.5			4	4		Tioga	719,914	77,999		97,560	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	12	
31 Dec. '62	26.4	3.0			5	11	23	Westchester and Philadelphia	1,337,074			683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544			
RHODE ISLAND.																						
31 Aug. '63	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800			62.0	294,700	415,309	199,155	6	121	
30 Nov. '62	13.6		0.5		4	3	7	Providence, Warren & Bristol	424,943	13,299		437,17	8,500			13.6	28,954	25,594	6,739			
SOUTH CAROLINA.																						
31 Dec. '68	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2						
31 Dec. '68	54.9			47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,266	197,905	1,099,536	51.9						
31 Dec. '68	109.6				13	0	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6		
31 Dec. '68	40.3							Cheraw and Darlington	600,000			400,000	200,000			40.3						
1 Jan. '69	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,546	2,919,554	143.2		341,190	125,871			
31 Aug. '63	32.5							Kings Mountain	196,330			200,000	22.5			32.5				5		
31 July '68	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0		27,568	8,627			
28 Feb. '69	102.0							North-Eastern	2,011,652	*		985,748	960,410	108,172	2,067,325	102.0		220,014	96,145			
31 Dec. '62	136.0	108.0			62	59	790	South Carolina				2,643,833					1,499,636	701,943		7		
31 July '68	25.1			41.9				Spartanburg and Union								25.1						
TENNESSEE.																						
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187			
1869				17.0	2		14	Edgeland and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,488			
1869	30.0	1.8			12	10	171	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0		318,718	187,466			
1869	14.0				10	10	138	East Tennessee and Virginia	2,310,033	156,264		1,636,654	1,902,000	390,407		130.8	160,142	297,806	149,167			
1869	271.6	19.4	20.0		43	37	667	Memphis and Charleston	6,866,578	878,069	129,364	3,809,949	2,658,000	290,112	7,627,797	271.6		1,635,096	878,597			
1869	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		670,000	1,361,000	145,000								
1869	100.0		30.6	55.8				Memphis, Clarksville & Louisv.	2,000,000	100,500		298,721	740,000									
1869	69.0		40.1	7	8	119	46	Mississippi and Tennessee	1,137,400	*		798,285	554,949	512,518		59.4	69,870	177,256	60,029			
1869	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		817,447	632,500	22,369		47.4	54,175	83,129	44,966			
1869	34.2		7.0		12	2	81	McMinnville and Manchester	583,807	56,816		444,894	406,000	5,000		34.2	30,065	23,808	13,892			
30 Nov. '60	149.7	44.0	7.9		30	17	319	Nashville and Chattanooga	3,632,582	*		2,056,544	1,731,000			149.7		734,118	337,384	6		
1869			4.2	11.7	5	5	32	Nashville and Northwestern								45.8	57,950	127,053	87,243			
1869	45.8		0.6	8.0				Tennessee and Alabama	76,016	76,016		595,922	869,000	204,544		30.0		1,248				
1869	30.0							Winchester and Alabama				216,962	415,000	498,477								
TEXAS, (all aided by State).																						
31 Dec. '62	32.0			158.0				Buffalo Bayou, Braz. & Colorado								32.0						
31 Dec. '62	56.0			184.0				Galveston, Houston & Henderson								56.0						
31 Dec. '62	50.0	1.5	75.0	2	1	40	40	Houston and Brazoria	1,250,000			275,000	240,000	171,569		50.0	31,300	32,670				
1 May '69	70.0	8.0	280.0	7	6	124	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	182,846	106,568			
31 Dec. '62	25.0		110.0					San Antonio & Mexican Gulf								25.0						
31 Dec. '62	28.0		756.2					Southern Pacific								28.0						
VERMONT.																						
31 Aug. '63	110.3	6.6			8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647		1,280,400	800,000			90.7	92,639	208,867			80	
31 Aug. '62	119.6	16.0			20	18	648	Rutland and Burlington	3,989,708	556,276		2,288,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280			
31 Aug. '62	62.6	4.0			12	9	153	Rutland and Washington	950,000	221,683		1,097,000				62.6	138,299	140,886	24,579			
31 May '62	117.0	2.0	24.0		41	36	889	Vermont Central	8,402,055			6,000,000	3,500,000	1,500,000		174.5	679,677	713,418	191,466			
30 Jun. '62	47.0	8.5	4.1					Vermont and Canada	1,678,500			1,378,500			1,878,500		oper. by Vt. Central			4	175	
30 Jun. '62	23.7	0.9			3	0		Vermont Valley	1,212,274	89,612		616,164	793,200	110,145		23.7	53,041	45,273	7,187			
30 Jun. '62	59.0	5.6	8.0					Western Vermont	1,053,500			832,000	700,000			oper. r.b. Troy & Boz.		58,852				
VIRGINIA.																						
1 Aug. '66	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	41.3						
30 Sep. '65	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,561	775,500	118,789		113.7	703,034	186,302	43,062			
30 Sep. '65	79.2	4.8			5	2	75	Norfolk and Petersburg	6,006,873	122,156		1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332			
30 Sep. '65	103.5							Northwestern Virginia	2,022,150			468,605	5,719,229			103.5	245,427	248,004	loss		8	
30 Sep. '65	88.3	68.4	10.0		16	16	175	Orange and Alexandria	2,063,655	2,517,500		590,056			167.7	270,846						
30 Sep. '65	123.3	10.1			19	18	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,551,500	292,842	4,745,256	123.3		410,166	201,344			
30 Sep. '65	59.2	21.3			14	17	151	Petersburg and Roanoke	1,233,526	*		883,200	102,500	5,799	1,486,527	59.2		326,554	213,852		7	
30 Sep. '65	140.0	2.7	12.0		23	30	413	Richmond and Danville														

New York Stock Exchange.

Actual Sale Prices for the week ending February 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
American Coal Co.				85		88
Buffalo, N. Y. & E. I. M.	104					
California 7s		120				
Canton Co.	38 1/2	38 1/2	39 1/2	41 1/2	41 1/2	
Central Am. Transp.	37					37
Chicago & Alton	84	86	84 1/2	86	86 1/2	86 1/2
" " pref.	95 1/2			97 1/2	93 1/2	92 1/2
" " 1 M.	100 1/2				101	
" " Inc. b'ds	91	90 1/2				
Chicago, Burl. & Q.		125	125 1/2	125	125	
" " 8 p.c.						
Ohio & Northwest	48 1/2	49	49 1/2	49 1/2	51 1/2	51
" " pref.						
" " 1st M.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
" " 2d M.	76 1/2	77		78	78	
" " S. F.						
" " A. B.						
" " I. B.					94	
Chicago & Rock Isl.	143	143 1/2	142	139 1/2	138	133
" " 1st M. '70						
Clev., Col. and Cin.	152	151			155	
Clev. and Pittsburgh	113 1/2	116 1/2	116	114 1/2	114 1/2	
" " 1 M.						
" " 2 M.						
" " 3 M.		103	103			
" " 4 M.		85	84			
Clev. and Toledo	137 1/2	138 1/2	137 1/2	137 1/2	137 1/2	
" " S. F. 7 p.c.					110	
Cumberland Coal, pref. 5 1/2	51 1/2	51 1/2	56 1/2	56	57 1/2	
Del. & Hudson Canal	176					
Del., Lack. & West.						
" " 1 M. S. p.c. '71-6						
" " 2 M. S. p.c. '81						
Erie	107 1/2	108 1/2	111 1/2	112 1/2	113 1/2	112 1/2
" " pref.	102 1/2	102 1/2	103 1/2	104	103 1/2	103 1/2
" " 1 M. 7 p.c. '07						
" " 2 M. 7 p.c. '09		118				
" " 3 M. 7 p.c. '09		113				
" " 4 M. 7 p.c. '09		110 1/2				112
" " 5 M. 7 p.c. '09		109 1/2	111 1/2			
Galena and Chicago	112 1/2	114 1/2	114 1/2	115 1/2	116 1/2	116 1/2
" " 1 M. 7 p.c. '08						
" " 2 M. 7 p.c. '08						
" " 1 M. Ex. '82-110						
Hann. & St. Jo. pref.						
" " bonds						
Hudson River	143 1/2	145	146	147	147	146
" " scrip	98					
" " 1 M. 7 p.c. '09-110						
" " 2 M. S. F.						
" " 3 M. 7 p.c. '75-123						
" " conv. bonds						
Illinois Central scrip	123 1/2	131	132	132 1/2	131 1/2	131
" " full stock		119	119 1/2	120	121 1/2	120
" " Can. b'ds.		116				116
" " bonds		122	121 1/2		122 1/2	
Marquette & Cin. 1st pref.						
" " 2d						
Mariposa Mining Co.	29 1/2	33 1/2	33 1/2	33 1/2	33	30
Michigan Central	136 1/2	167	136 1/2	136 1/2	136 1/2	136 1/2
" " S. F. S. p.c. '82						
" " conv. S. p.c. '06		124	133 1/2	133 1/2	134	133 1/2
" " guar'd. 132		94	94 1/2	93 1/2	94	94
" " 1 M. S. F.		134 1/2	136	138	138	137
" " 2 M.						
Min. and P. du Chien.	57 1/2	63 1/2	69	69	66	66
" " 1st pref.						
" " 2d pref.					82	
" " 1st M.						
Minnesota Mining Co.	76 1/2	71		70 1/2	70	
Miss. & Mo.		42	42	43	43 1/2	45
" " L. G. bonds						
Missouri 6s	67 1/2	67 1/2	67 1/2	68	68 1/2	68 1/2
" " 1st to H. & S. J. K.				84		
N. J. Central 1st M.						
" " 2d M.						
New York Central	132 1/2	132 1/2	133 1/2	133 1/2	134	133 1/2
" " 7s, 1864		100 1/2				
" " 7s, S. F. '76		100 1/2				
" " 7s, conv. '76						
" " 6s, S. F. '83-104		105 1/2	105 1/2		105 1/2	105 1/2
N. York & Harlem	103	104	103	103 1/2	103 1/2	104 1/2
" " pref.						
" " 1 M. 7 p.c. '73			108 1/2			
" " 2 M. 7 p.c. '64						
" " 3 M. 7 p.c. '67						
Norwich & Worcester					92	
Ohio & Miss. cor.	55 1/2	55 1/2	55 1/2	56 1/2	56	56
Pacific Mail S. S. Co.	225	225 1/2		226	226 1/2	225
Panama						
Penn'a Coal Co.	186					
Phila. and Reading	116 1/2	117 1/2	117 1/2	118	119 1/2	119 1/2
Pitts. Ft. W. & Chicago	88 1/2	89	88 1/2	89	88 1/2	88 1/2
" " 1 M.						
" " 2 M. 101			101			
" " 3 M. 86						
Quicksilver Mining Co.	49	48 1/2	50	49	49	48
St. L., Alton & T. H.	63	64	64 1/2	67	66	65
" " pref.	80		82	83	82	
" " 1 M.	101		101		101 1/2	
" " 2 M. pref.				89		
" " Inc. b'ds						
Tennessee 6s, 1890		57		56 1/2		
Toledo & Wabash	58 1/2	60	62	63	60	
" " pref.				74		
" " 1 M.				101		
" " 1 M. ex.						
" " 2 M.		87	86	87	87	
" " Int. b'ds						
Virginia 6s						47

New York Stock Exchange.

Actual Sale Prices for the week ending February 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
FEDERAL STOCKS:						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1868, coup.					136	
U. S. 5s, 1881, reg.				107 1/2	107 1/2	108
U. S. 5s, 1881, cou.	107	107	107	107 1/2	107 1/2	
U. S. 5s, '81, O. W. Ly.						
U. S. 5s, 1881, " 47						
U. S. 5s, 1867, reg.						
U. S. 5s, 1867, coup.						
U. S. 5s, 1868, coup.						
U. S. 5s, 1868, coup.						
U. S. 5s, 1 year certif.						
U. S. 5s, " new 7 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	
U. S. 5s, 5-20s, coupon 104 1/2	103 1/2	103 1/2	104	104 1/2	104 1/2	
U. S. 5s, " reg.						
7.30 Notes, Feb. & Aug.						108 1/2
" " Ap'l & Oct. 107 1/2	109					
American Gold	158	157 1/2		158 1/2	159 1/2	158 1/2

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending February 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Beaver Meadow	78	78				
Cattawissa			25	26 1/2		25 1/2
" " preferred	42	42 1/2	42 1/2	43 1/2	43 1/2	
Camden & Amboy	155		156	156		157
" " 6s, '97						
" " 6s, '70			102 1/2	102 1/2		
" " 6s, '75						
" " 6s, '83-99 1/2				99 1/2	99 1/2	99 1/2
" " 6s, '89						
Ches. & Del. Canal 6s '86			97			
Del. Div. Canal	38 1/2	38 1/2	39	41	43	43
Elmira & Wmport			37			
" " pref.						
" " 7s			105			
" " 10s						
Harrisburg						
Lehigh Navigation			60 1/2			
" " 6s					51	51 1/2
Lehigh Valley R. R.	93					
" " scrip						
" " 6s	104 1/2					
Little Schuylkill R. R.	47 1/2	47 1/2	48	48 1/2		
" " 7s						
Long Island					42 1/2	
" " 6s						
Minerhill	60 1/2	60 1/2		60 1/2	61	
Morris Canal			68		68 1/2	
" " pref.			134			
" " 6s '76						
North Pennsylvania	32 1/2	33	32 1/2	36	38	37 1/2
" " 6s. 94				96		
" " 10s						
Pennsylvania R. R.	75 1/2		75	75	75 1/2	76 1/2
" " 1st m.						
" " 2d m.						
Penn. State, 5s	94 1/2	94 1/2	94 1/2	94 1/2		
" " 5s, coupon						
" " 6s						
Philadelphia City, 6s	101 1/2				100 1/2	
" " now 104 1/2	104 1/2				104 1/2	
Philad. Germ. & Nor.						
Phila. & Reading	58	58	58 1/2	59 1/2	59	59 1/2
" " 6s, '86	115 1/2	117				
" " 6s, '70						
Philadelphia & Erie	37 1/2	38	38 1/2	38 1/2	38	38
" " 6s				103		
Philad. & Sunbury, 7s						
Schuylkill Navigation	22 1/2	22 1/2	22	23 1/2	24	24 1/2
" " pref. 34 1/2	35	35 1/2	36	36 1/2	37 1/2	
" " 6s '82 86 1/2	87 1/2	87 1/2	88			
" " 6s '76						
" " 6s '72						
Sunbury and Erie, 7s						
Susq. Canal	22	22 1/2	22 1/2	23 1/2	25	25
" " 6s '78						
" " scrip						
Union Canal, pref.	32	32	7	32 1/2	32 1/2	7 1/2
" " 6s '83						
West Br. Canal 6s '78						
Wyoming Valley Canal						
Arch street, (Horse)	32 1/2	34			34 1/2	
Chestnut & Wal.						
Green & Coates, "						
Race and Vine, "	22 1/2				21	21
2d and 3d streets, "					79	
Spruce & Pine, "	14 1/2				16 1/2	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending February 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Baltimore City 6s, 1875	108 1/2					110
" " 1886						
" " 1870						
" " 1890	109 1/2				110	109 1/2
Balt. and Ohio	103	104	103	104	104	
" " b'ds '62						
" " " '67						
" " " '75						
" " " '80						
" " " '85-107 1/2	107 1/2					
Northern Central	44 1/2	45			45	
" " b'ds, '85-100 1/2	100 1/2				101 1/2	
" " " '95						

Boston Stock Exchange.

Actual Sale Prices for the week ending February 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Boston and Lowell.....	103				103½	103½
Boston and Maine.....	126½	127	128			128½
Boston and Providence.....	136					
Boston and Worcester.....		144½	144½			145
Cheshire, pref.....		47½			47½	48
Concord.....						
Connecticut River.....	103½			103½		103½
Eastern, Mass.....	97½	97	97	97	97½	97
Eastern, N. H.....						
Fitchburg.....	114½	115	115	115		114
Manchester & Lawrence.....	115					115
Michigan Central.....						
Northern, N. H.....						73
Old Colony and Fall R.....	116½				117½	117½
Ph., Wil. & Baltimore.....	67½		68	68½		68½
Portland, Saco & Ports.....	108					
Vermont & Canada.....				175		
Vermont & Mass.....	38½		41½	39	39	39
Western.....				150½	150	
Broadway (Horse).....						
Cambridge.....						
Metropolitan ".....	63½	63½	63		64	64
Middlesex.....		100				
Central Mining Co. ".....			58	57½		
Franklin ".....	48		48½	48½	48½	49
Isle Royale ".....	25	25	24½			
National ".....						
Minnesota ".....	71		70½	70		74
Pewabic ".....		60½	60½	61		60½
Pittsburg ".....				87	87½	
Quincy ".....						57
Rockland ".....			16			17½

and honest writer, and an experienced financier. It is of course written from his own stand-point, and illustrates the dangerous consequences of a reliance on paper money; his fear of a coming collapse, his convictions that there is but one safe method of National financing, and that Mr. Chase's policy has been a mistaken one in almost every particular. His views are stated with so much earnestness, so much sincerity, and so much force, it is almost impossible not to be affected by his apprehensions. He is of the opinion that the war could have been carried on, and the currency maintained at a specie standard, and that two hundred millions of gold would have been sufficient for the purpose.

But there are others who believe all this an impossibility. Two hundred millions of gold, about the sum deemed sufficient by Mr. Gallatin, would not have lasted the Government six months. Once paid out, there was no practicable method of getting it back again. The banks could not have been relied upon, for they were always liable to suspend in a panic, even in time of peace, and never have held, and never will hold, specie enough to pay their debts upon a sudden call, no matter how valuable their securities appear on their books. When a whole community suddenly rush for a single article, such as coin, and wish to convert all their securities into that shape, it is entirely a deception to expect their wishes can be gratified. The coin of a country bears no proportion to its real means, or its business, or its usual credits; it is nothing more than a universal standard with universal currency, a settler of balances, and an adjuster of commercial indebtedness, especially between Nations. In such a country as ours, where enterprise is the master of the hour, and fearlessness the essence of success, gold never could be made the sole basis of our industrial or commercial transactions. It is altogether too limited and too inconvenient a commodity.

We could not easier have carried on this war, than we could have settled this continent with gold alone.

Mr. Chase could not help himself. Had he borrowed money at 12½ per cent., as was done by the Secretary of the Treasury under Mr. Buchanan's administration, had he trusted to the favor of banks or capitalists, he would soon have found it impossible to get on, except by paying an enormous interest, and sinking half the capital of the funded debt as their inducement. So also the adherence to a gold standard would have inevitably brought the debtor class into the greatest straits, and possibly would have produced a wide spread bankruptcy. With such results staring him in the face, no patriotic financier at the head of the Treasury department could hesitate. It was not contraction which could save the country, but expansion, precisely as it has saved England more than once in its monetary crises. Instead of borrowing paper money of paper issuing banks, or close calculating capitalists checking on banks, the Nation created and used its own. We have thus been able successfully to carry on a tremendous struggle, obtain a sound currency up to this time, the best we ever had; keep the people in activity and cheerfulness, and maintain our various industries in full employment. Any other course it seems to us would have been our ruin.

The other pamphlet, written by A. B. Johnson,

Esq., of Utica, is from the pen of a veteran banker, a profound thinker, and a successful man of business. A philosophic spirit pervades all his various productions, and his age and experience have matured his judgment. His work is entitled our "Monetary Condition," and it is full of instruction and interest.

His first proposition is, that "the price of commodities is affected not by any quantity of money, but by the relation which the quantity bears to the uses that exist therefor."

2. Scarcity and abundance of money relate only to its sufficiency or insufficiency for accustomed uses.

3. Uses for money increase and diminish ratably with the supply. This he illustrates in the following manner:

Under our legal tenders and specie suspended bank credits, money is increased in our country beyond all precedent; and at the same time, a large portion of accustomed business has been suspended by the war. Still so urgent is money to create uses for itself, that, under the privation of better employments, money holders are competing with each other, at almost fabulous prices, for railroad and kindred stocks, which, in regular commercial times, were deemed almost worthless; just as sailors on long voyages, when casually deprived of tobacco, chew oakum, if it be the most congruous obtainable substitute. But men are not more gross in their speculations under a plethora of money, than they are fastidious under a great scarcity; and when the time shall arrive that money will shrink into the comparatively small compass of a specie redeemable capacity, and legitimate business shall resume its wonts, under the influence of peace, operators will look back with as much disgust on their present purchases of stocks, as we may suppose the sailors look back, when safely in port, on the oakum they resorted to in their tobacco famine.

4. The quantity man possesses of any article, regulates its use.

5. Suspension of specie payments becomes a necessity when we persist in using more money than specie can supply. Under this head Mr. Johnson makes the following pertinent and admirable remarks:

When specie in any country is insufficient to transact its business, specie must be superseded by some more abundant money, or business must be contracted to the specie capacity. Such a crisis is occasionally produced by the over trading of a community, and governments look thereon with offended majesty; requiring usually a sacrifice of business, as a hecatomb for the unauthorized evil. But the exigencies of our war, have made government itself, the offending party, as a better alternative than taxation, for a necessary supply of money; or than its allurements from accustomed uses by exorbitant premiums. Neither of these methods, would, however, have adequately supplied the money, and both would alike have prostrated business and demolished private fortunes. We may, therefore, be thankful, that after a few expensive trials, (issuing Treasury notes to bear 12 per cent. interest, and selling 6 per cent. 20 year bonds at 5 per cent. discount,) the Government created legal tenders, a money of its own, and as extensible as exigencies might require.

6. Legal tenders are as valuable as the debts they can cancel. This assertion is maintained as follows, in an original and striking manner:

An opinion exists that legal tenders are dependent for value, on their ultimate redemption in coin, as pledged by Congress; but a paper dollar's certain convertibility into coin at the end of fifty years, would give it a present value of only four cents in our State, where interest is seven per cent. the year. Its certain convertibility at the end of ten years, would make the present value

not more than fifty cents. The present value of our legal tenders is, their ability to cancel existing debts. This, too, despite of, possibly, an oversight of Congress, in giving no pledge that the legal tender ability of the notes shall remain, till the notes are redeemed. The omission acquires some importance since the law of March, 1863, took from the notes their convertibility into 6 per cent. bonds; though the convertibility was pledged to the notes as unqualifiedly as their legal tender ability. Should, however, the legal tender ability of the notes be rescinded, they would thereby cease from being money, and their further value would much depend on the terms of the rescinding law. The fifty million of Treasury notes created July 17, 1861, were not legal tenders, and were below par value, after even the law of Aug., 1861, assimilated them with coin in the payment of imposts; though on the suspension of specie payments, the notes gradually approximated to the price of coin.

7. Legal tenders are more repletive of money, than irredeemable bank credits.

8. An antagonism exists between legal tenders and irredeemable bank credits.

9. The ability to illimitably replete money with legal tenders, enables Government to borrow at any rate it may desire.

10. Government inflates money, ratably with the smallness of interest it pays on its loans, and vice versa.

11. The inclination of a people to repudiate a National debt, is inverse their capacity for self-government.

12. When coins cease being money, they become merchandise, whose daily price will obey the laws of demand and supply. This is illustrated in the following manner:

Whether we say coins appreciate, or paper money depreciates, prices remain unaffected by our phraseology; hence the question is appropriate to only a boy's debating society. A gold dollar will sell to-day, for ten per cent. more than a silver dollar, while both are equivalents as money. Not long since, the price of coins declined 50 per cent., though they were purchased at 23 per cent. premium, with the same paper money that had a few days previously paid for them a premium of 73 per cent. Like wheat, tobacco and cotton, coins vary daily in price, as the quantity sought by purchasers, exceeds or falls short of the quantity seeking a market; hence speculators can increase or diminish prices of coin, if they can control the supply; while legal tenders are innoxious of the rise or fall, except as their abundance facilitates their acquisition, or their scarcity makes acquisition difficult. We are not surprised at this in wheat, &c.; and we need not be surprised at it in coins when they become divested of their strait jacket as money, and assume the freedom of merchandise.

Long usage is the sole reason of our identification of money with coin; but nothing is money but what the law makes to be such; hence the legal value of money is separable and distinct from the material of which the money is composed. When our Government, some years since, lessened the material value of our silver small coins, no person who wanted the coins as money, disapproved the deterioration; and no person desires now, the larger coins of gold or silver, in preference to legal tenders, except for some uses other than as money.

We often hear in New York that coins rise or fall in price, as victories incline for or against our arms, and thereby are supposed to hasten or retard peace. Peace will diminish the Government's uses for money, and when they shall need no further loans, no motive will exist for a continuance of legal tenders. Indeed the present emission of interest-bearing two year notes, (self productive instead of productive only by employment as money,) looks much like a preparatory

abandonment of an irredeemable government money; and a shifting on to banks of the whole responsibility of an irredeemable currency. But while the Government may thus easily resume specie as its only money, let no man suppose the change will much aid banks. Even peace will create for them, and the public generally, more new uses for money than those which the war will suspend; while to reduce the whole to a specie capability, will be attainable by only the old process of pressure, bankruptcy and panic, the devastating storm which alone can purify financial disorders.

13. Every kind of money possesses advantages and disadvantages, peculiar to its kind.

14. Finally. A compensating principle pervades the universe.

Our readers will admit that those topics are suggestive, and we will add that they are most ably treated. We should be glad to publish the pamphlet entire, if we had room for it.

The market for the last week has been strong in Government and railway stocks. Money rules at previous rates, and gold has gone up gradually to 159 3/4.

The exports of specie since the 1st of January to the 6th of February, amounted to the large sum of \$6,121,695. On the 1st of January the Sub-Treasury held \$13,309,000 in specie, and on the 1st of February \$15,663,000 so that in spite of the foreign depletion the Government is constantly gaining in advance of its wants. The regularity and certainty of its payments of interest in gold, give its stocks the value of gold, and though they are held according to variety and tenor at from 104 to 107, there is no reason why they should not advance to a premium equal to the difference between paper and gold. This fact seem to be understood abroad, for it is known that orders to purchase are now large and frequent.

As various estimates have recently been published in regard to the present condition of the National debt, of an evident purpose to weaken the confidence of the public in the financial arrangements of the Treasury, it may be well to correct the error, by the publication of the following official abstract.

The Public Debt of the United States on the 2d of February, 1864, was as follows:

4 per cent Temporary Loan....	\$1,526,092 07
5 per cent Temporary Loan....	30,293,404 34
Temporary Loan Coin.....	9,547 00
Past Due Treasury Notes.....	13,100 00
Suspended Requisitions.....	21,375,060 27
Immediate Liabilities.....	53,217,203 68
Old Public Debt.....	67,221,591 80
Three Years Bonds.....	139,536,450 00
Two Years 6 per cent Bonds....	82,600,000 00
United States Notes.....	450,785,004 60
Fractional Currency.....	18,246,290 15
Twenty Year Bonds.....	50,000,000 00
Treasury Note Loan.....	50,000,000 00
Oregon War Debt.....	1,016,000 00
5 per cent Treasury Notes.....	2,074,445 61
Certificates of Indebtedness....	137,980,950 00
5-20 Bonds.....	508,005,178 51
Total.....	\$1,478,225,714 35
Less amount in Treasury.....	4,038,064 69
Total Debt.....	\$1,469,192,649 66

Of this amount four hundred and sixty eight millions bear no interest, being legal tender and fractional currency. The whole debt on the 1st of June will be about \$1,666,992,649, and within a few millions of the original estimate of Mr. Chase.

Those alarmists who assert the debt is already more than two thousand millions and will be four thousand millions, are far in advance of the facts, and of course of the truth.

We can not but think very poorly of the motives and conduct of the men who find their chief pleasure, in decrying and running down the resources, and of exaggerating the difficulties of the country.

Our readers will find the reports of the Railroad Share Market carefully corrected, and of a favorable character, the market having been well sustained. Government bonds are firm, those of 1881 registered, selling at 107, 108, 5-20's 104 1/4, 7-30's 107 3/4.

Sterling exchange rules at 175 to 175 1/2. Our money and exchange market is likely to be affected to some extent and favorably, if a war should break out in Europe, as is now quite probable.

The Washington Insurance Company have declared a dividend of eight per cent, payable on demand in cash to stockholders. Also, an interest dividend of six per cent. on outstanding scrip, payable 15th inst. Also, a scrip dividend of sixty per cent. on the earned premiums of policies entitled to participate in the profits for the year ending 31st January, 1864. The scrip will be ready for delivery, on and after 15th March proximo.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri 6s, issued to Pacific R. R., 69; N. Y. Central 6s, 1887, 104 3/4; Peninsular R. R. 1st mort., 80; Illinois coupon 6s, 1879, 101; Illinois War Loan, 100; Ohio 6s, 1881, 105; North Carolina 6s, 52; Louisiana 6s, 52; City 6s, 1876, 106 3/4; Second Avenue R. R., 75; Copake Iron Mines, 13; Quartz Hill Mining Co., 13 3/4; Wyoming Valley Coal, 79 3/4; Bucks Co. Lead, 1; Mariposa Mining Co., 1st mort., 70; Hanover Bank, 100; Park Bank, 130; Bank of Commerce, 102; Bank State of New York, 103 1/2; Bank of Republic, 104; Bank of the Commonwealth, 98; Mechanics Bank, 111 1/2; Phoenix Bank, 105; Market Bank, 102; Manhattan Gas, 240.

Philadelphia.—Camden and Atlantic 17; do., pref., 23; Huntington and Broad Top, 22; Chester Valley, R. R., 5 1/2; do., 7s, 45 1/4; Phila., Wil. and Balt. R. R., 67 1/2; Camden and Amboy mort. 6s, 105; do., 6s, 1844, 103 3/4; Pittsburg city R. R., 6s, 78; Elmira and Williamsport Chattle 5s, 76; Girard College R. R., 30; 13th and 15th streets, R. R., 39; 17th and 19th streets, 18 1/4; 5th and 6th streets, 60; Fulton Coal, 6 3/8; New Creek, 1 3/4; Green Mountain, 7; Big Mountain, 8 1/4; Buck Mountain, 30; Locust Mountain, 36 1/2; Etna Mining, 15; Girard Mining, 6 1/2; Penn. Mining, 9; Marquette Mining, 4 1/8; Allegheny Mining, 1 1/4; Bohemian Mining, 14; Mandan Mining, 4 3/8; N. Y. and Mid. Coal Fields, 12 1/2; Amigdaloyd, 31 1/2; Chestnut Hill, 58 1/4; Lehigh Zinc, 49; Union Canal, 4 1/4; Bank of North America, 158; Farmers and Mechanics Bank, 58; Commercial Bank, 54; Man. and Mech. Bank, 28 3/4; Consolidated Bank, 33 1/2; Mechanics Bank, 27 1/4; Miners Bank, Pottsville, 45; Etna Ins. Co., 11; N. Am. Ins. Co., 25. The latest quotations are: City 6s, 101 1/4@101 1/2; do., new, 105@105 1/2; State 5s, 94 1/2@94 1/4; do., 6s, 1879, 102@103; Reading, 59@59 1/4; do., 6s, 1870, 106@106 1/2; do., 1886, 118 3/4@119 1/4; Camden and Amboy, 157@

158; Pennsylvania R. R., 78@79 1/4; do., 1st mort., 108 1/2@109; do., 2d mort., 108@106 1/4; Little Schuylkill R. R., 48 3/8@48 3/4; Morris Canal, 68@68 1/2; do., pref., 138 1/2@134; bonds, 104@105; do., 2d mort., 100 1/2@102; Susquehanna Canal, 24 3/4@25; do., 6s, 67 3/4@68; Sch. Nav., 24 1/4@24 3/4; do., pref., 37 3/4@37 3/8; do., 6s, 1882, 87@87 1/2; Union Canal pref., 7 1/2@7 3/8; do., bonds, 31 3/4@32; Delaware Div. Canal, 42 3/4@43; do., bonds, 94@99; Elmira and Williamsport, 37 1/4@38; do., pref., 51@54; do., 7s, 1873, 105@105 1/2; Beaver Meadow, 78@78 1/2; Harrisburg, 75@76; Long Island R. R., 42 1/4@42 3/4; Lehigh Coal and Navigation, 60 1/4@60 3/4; do., scrip, 51 1/4@51 1/2; North Pennsylvania, 35 1/2@36; do., 6s, 94 1/4@96 1/4; do., 10s, 120@121; Philadelphia and Erie, 37 1/4@37 3/4; do., 6s, 102 1/2@103; Minehill, 60 1/4@61 1/2; Catawissa, 25 1/4@25 3/4; do., pref., 48 1/4@48 3/8; Lehigh Valley, 91@93; do., bonds, 104 1/4@105 1/2; Fifth and Sixth streets, (horse,) 59@60; do., 7s, 105@106; Second and Third, 78 3/8@79 3/8; Race and Vine, 20 3/4@21 1/4; West Philadelphia, 70@72; Spruce and Pine, 15@15 1/4; Green and Coates, 43 1/2@44; do., 7s, 112; Chestnut and Walnut, 61@61 1/4; Arch, 34@34 1/4; Thirteenth and Fifteenth, 36 1/4@39; Seventeenth and Nineteenth, 18 1/4; Girard College, 30@31; Tenth and Eleventh, 50@50 1/2; Norristown, 57 1/2@59.

Boston.—Vermont Central, 1 1/4; do., 1st mort., 87 3/4; do., 2d mort., 20 1/2; Rutland and Burlington 1st mort., 69; do., 2d mort., 20; Northern (Ggdensburg) 75c; do., 1st mort., 98 1/4; do., 2d mort., 34 3/4; Malden and Melrose R. R., 6s, 1880, 90; Eastern R. R. 6s, 1874, 100 1/4; Western R. R. 6s, 1875, 105; Connecticut River R. R. 6s, 1878, 108 1/4; South Shore R. R. 6s, 98; Taunton Branch R. R., 119; Pittsfield and North Adams, 100; Lynn and Boston, 85; New Hampshire 6s, 1874, 102; Rhode Island 6s, 1882, 102; Connecticut 6s, 1882, 103 3/4; Maine 6s, 1880, 104; Boston 5s, 1870, 110 3/4; Bath 6s, 1890, 108 3/4; Portsmouth 6s, 1874, 100 1/4; Roxbury 5s, 1877, 97 1/4; Augusta 6s, 1870, 102 3/4; Albany 6s, (W. R. R.), 109; Portland 6s, 1871, 105; Union Steamship Co., 155; Boston Water Power Co., 47 1/4; Cary Imp. Co., 10; Waverly Land Co., 2 1/4; Boston and Roxbury Mill, 50; East Boston Ferry, 28 1/2; Franklin Coal, 126; Lorberrry Coal, 171; East Boston, 14; Cambridge Gas, 108 1/2; Chelsea Gas, 96; Merchants' Bank, 101 1/2; North Bank, 100; Mt. Vernon Bank, 99; Atlas Bank, 102; Blackstone Bank, 107 3/4; Shoe and Leather Dealers, 138; Shawmut, 98; Acton Mining Co., 4; Algomah, 27 1/2; Atlas, 6 1/4; Bay State, 18 1/4; Bedford, 1 1/8; Black River, 52c; Boston, 5 3/8; Brome, \$1; Canada, 2 3/4; Columbian, 8; Copper Falls, 30 1/4; Copake Iron, 14 1/4; Chaudiere, gold, 2 1/2; Dana, 4 1/4; Dudley, 4 1/2; Eagle River, 8 3/4; Green Mountain, 5 3/4; Great Western, 4 1/2; Hancock, 13 1/2; Hanover, 5; Humboldt, 5 1/2; Huron, 40 1/2; Hungarian, 3; Logan, 1 1/2; Mandan, 6; Madison, 6 3/4; Manhattan, 6 1/4; Mesnard, 13; New England, 8; Nequa-ket, 3 1/4; North Cliff, 5 1/4; Native, 2 3/4; North Western, 12 1/4; Ottawa, 42c; Phoenix, 26; Pontiac, 6 3/8; South Side, 5 1/2; Superior, 9 3/8; Star, 12; St. Mary's, 10; Toltec, 3 1/2; Tremont, 4 1/2; Winthrop, 6 1/2; Waterloo, 1 1/4; Washington, 3 1/2.

Baltimore.—Western Maryland bonds, 79 1/2; N. W. Va. 3d mort., 25; Maryland Mining Co., 1.15; Santa Clara Mining Co., 8 1/4; Springfield, 2.85; Bank of Baltimore, 105; Howard 10 1/2; Citizens,

111½; Union, 70¼. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 103¾; 104; do., 6s, 1867, 102¾; do., 1875, 106; do., 1880, 106; do., 1885, 107½@107¾; Northern Central, 44@45; do., bonds, 1870, 101; do., 1885, 101@101½; N. W. Va., 8½@10; do., 1st mort., 103@105; do., 2d mort., 102@105; do., 3d mort., 22@27; do., guar., 100¼@102; Central Ohio 2d mort., 104@106; do., 3d mort., 70; do., 4th mort., 46@50; do., income 1857-'60, 33@35; Western Md. bonds, 79½@80; do., guar., 105½@106; Maryland 6s, coupon, 1870, 107@108¼; do., Ins., 108; do., 1890, 113; Baltimore 6s, 1870, 105; do., 1873, 106; do., 1875, 108¼@109; do., 1886, 108; do., 1890, 110@110¼; do., coupon, 109¼; do., 5s, 1838-'70, 92@94; City Passenger R. R., 17¼@18; North Carolina 6s, 50@52; Canton Co., 38@38½; Deep River, 15@20; Gardner, 75@1.00; Guilford, 30@45; Maryland, 1.15@1.25; North State, 10@15; Rudisell, 70; Silver Valley, 10; Springfield, 2.80@2.85; George's Creek, 65@69½; Santa Clara, 8¼@8¾.

Yonkers and New York Railroad.—Onondaga County Directors.

A new railroad enterprise has just been inaugurated, designed to connect the lower part of Westchester county more closely with the city of New York. The Yonkers and New York Railroad Company has been organized under the General Railroad Act, with a capital of \$500,000, and we learn it is likely to commence operations at an early day. The line of this road extends from a point near Harlem bridge along the east side of the Harlem river, touching at Central Bridge, High Bridge, King's Bridge, etc., thence into the valley of the Nepperhan, or Saw Mill River, at Yonkers, and some distance up said valley, to accommodate the local travel in that vicinity. Provision is also made for several lines of street railroads in the village of Yonkers, some of which are to be constructed early in the ensuing spring. The Directors are: Robt. P. Getty, Isaac H. Knoz, Justus Lawrence, Ethan Flak, of Yonkers; Alanson A. Summer, New York; Calvert Comstock and James I. Johnson, Albany; Lewis Lawrence, Utica; John H. Wardwell, Rome; Delos De Wolf, David Manning, Chas. H. Smyth, Oswego; Nathan Randall, Homer. Robt. P. Getty, has been elected President of the Company, and Elon Comstock, Secretary and Treasurer. The necessary stock has been subscribed for organization, and ten per cent. thereon paid and articles of association filed in the office of Secretary of State. —*Utica Observer.*

Lawrence Coal Mining Company.

This company was formed in 1862. Its property is located on River Hebert, Cumberland, Nova Scotia, at the head of the Bay of Fundy, about 90 miles east of St. John, and covers an area of 640 acres of coal land. Operations were commenced in the Summer of 1862, in opening these mines, building railroad, wharf and houses, and from that time have progressed steadily but quietly in developing their property. They have brought to this market some 15,000 tons of coal, and those that have used it speak in the highest terms of its quality, especially for steam purposes. It is also a fine gas coal, and for grates said to be equal to the Scotch Cannel. At the annual meeting of the company, held the 20th ult. at their office in this city, the Treasurer's report was highly satisfactory to the stockholders, showing affairs to be in a flourishing condition. It is the expectation of the company to mine and send to market from 25 to 30,000 tons the coming year, having made ample arrangements during the autumn and present winter for so doing.

The following named officers were elected for the year ensuing:—Directors, B. Bradley, John Ford, Arthur Pickering, George Hibbard, T. R. Hawley, E. C. Dillingham, John C. Alden. At a

subsequent meeting of the Directors, Benj. Bradley, Esq., was chosen President, and J. C. Alden, Treasurer.—*Com. Bulletin.*

Western Maryland Railroad.

The subject of the extension of this road to Hagerstown has again been revived; and, as we learn, attracts more than usual attention from the citizens of Western Maryland and those living along the line. Meetings, having the contemplated extension in view, have been held at Middleburg, four miles from Union Bridge (where the road at present terminates) Double Pipe Creek, Mechanicstown and Emmitsburg. These meetings, it is said, were all largely attended, drawing together the most public spirited, solid men of the regions in which they were held. Among those present at the meetings we notice the names of Capt. Robert Irwin, President, J. B. Boyle, Treasurer, Augustus Shriver, Secretary, and Wm. Fisher, Attorney of the Company; together with several of the directors. A very active interest, evincing a determination to extend material aid toward completing the work was manifested. Committees were appointed to procure subscriptions, and elicit an interest in the contemplated extension. Resolutions to that end were also adopted at all the meetings. The Baltimore *American*, alluding to this subject, says:

There can be no doubt that the linking together of Baltimore and Hagerstown, including also Western Maryland and the proverbially rich region of country tributary thereto, would be most desirably and permanently advantageous. Had the road been completed, as above referred to, prior to our national troubles, its advantages must have proved almost beyond calculation, as well to the Government in facilitating the transportation of troops, stores, &c., as to Baltimore and to persons all along the line. The Company, too, might have realized an immense revenue.

Camden and Amboy Railroad.

According to the opinion of the Chancellor delivered on the 3d inst., in the case of the Camden and Amboy Railroad against the Delaware Bay Railroad and Camden and Atlantic Railroad, the only exclusive franchise held by the joint companies, is that of the through transportation of freight and passengers between New York and Philadelphia, and refers not to local business. The Chancellor ordered a reference to be made to a master to take an account of passengers and merchandise carried over defendants' roads between New York and Philadelphia, and make a distinct account of soldiers and munitions of war carried over said roads, and that any final order concerning the last accounts should be reserved until the coming of the master's report. An injunction was granted to restrain the use of defendants' roads, in competing in through business with that of the plaintiffs. The case will be carried to the Court of Errors.

Railroad from Janesville to Winona.

The Winona *Republican* says that the survey of the proposed line of railroad from Janesville, Wis., to Winona, is progressing. At last accounts the corps of engineers had extended their survey to a point several miles west of Sparta. They believe that a feasible route can be obtained by crossing the "dividing ridge" from six to ten miles west of that village, and thence in a nearly direct line to Winona. This survey is being carried on in the interest of the Chicago and Northwestern Railway Company.

The Colorado Gold Mines.

It is only within a few years that much has been known about Colorado, and now principally from its gold product, which has run up to millions annually, the product of the ensuing year being estimated at over twenty millions, and with the improvements now brought to bear upon the extraction of gold quartz from the same amount of labor is increasing the yield three or four fold. The attention of New York and Eastern capitalists has been attracted to the mines of Colorado, and heavy amounts have been invested in claims on which to erect corporations. About a million and a half has been invested since September last, and eight or ten new companies started, which if honestly managed, must pay largely, and attract floating operators.

The Excelsior Company, which started in the Spring of 1863, has made considerable headway, and owns a valuable property; at the rates paid for claims now it could be sold so as to net \$10 or \$15 a share; the management, however, think the results justify developing rather than selling; its market price now is about 7½ per share.

The New England Mining Company, just started upon a developed property, under the management in Colorado of Rodney French, well-known here, is now, we understand, being placed in this market at \$2½ to \$3 per share.

The Colorado Gold Mining Company, of Boston, one of the most prominent and profitable of these companies, which is owned principally by New England capitalists, and which has a large amount of improved machinery in successful operation, is now running a large mill, the building of which with its machinery cost over one hundred thousand dollars while the application of scientific invention is very largely increasing its yield of the precious metal.—*Boston Com. Bulletin.*

Great Western (Ca.) Railway.

It is stated on good authority that the Great Western Railway Company have already purchased the iron for a third rail to be laid from Suspension Bridge to this city, so as to give the road a gauge like the New York Central and Michigan Central. The design is to put this rail down the coming season, and then run freight cars from Chicago to New York without unloading. The cars will be ferried across the river at this city—a practice that is getting to be quite common where ferries connect roads. The great lines south of the lakes are moving to make such connections as will enable them to run freight through without transshipment, and the Great Western and Michigan Central are compelled to do something of the same sort to keep up the race.—*Detroit Free Press.*

Extension of the Mahoning Railroad.

We learn that the Atlantic and Great Western Railway Company have in contemplation the extension of the Cleveland Branch of their road into the Chenango Valley, and connect it with the Erie and Pittsburg road, thereby reaching large fields of coal that now finds its way to Erie, for Western Lake transportation; and also opening the way for iron ore landed at Cleveland to reach the furnaces in that valley, and the return of the products so far as wanted on the lakes.

A good deal of work has been done on the old Steubenville Railroad in Pennsylvania, under the auspices of a new company. The bridge piers have been almost built, and work all along the route on the heavier sections. The Chartiers Valley branch will at no distant day be built. The local coal trade along these two roads ought to insure their completion—independent of their connections with other railroads.

It is desired to secure the construction of a railroad through the Tuscarawas Valley, Ohio. The proposition is to run the road from Akron or Franklin Mills to Canton—thence through or near Sandville down the Tuscarawas Valley to intersect the Steubenville and Indiana Railroad near Trenton.

Erie and Pittsburgh Railroad.

We learn that this work has progressed so far that the cars are now running on it from the junction with the Lake Shore Railroad, at Girard, to the town of Sharon on Shenango Creek, in Hickory Township, Mercer county, close to the Ohio State line, and that in a few days the cars will commence running still further South to Middlesex, in the same county and on the same stream, whose valley it follows. This is about half the distance from the Lake Shore road to the junction with the Pittsburgh, Fort Wayne and Chicago Railroad. The remainder of the track is being rapidly laid, and early in the Spring the trains will run from Erie harbor to Pittsburgh.

The Buffalo Commercial Advertiser says that a new railroad project is on foot and an application is to be made to the Legislature, to authorize towns on the proposed line to issue bonds in its aid. The plan is to use the Albany and Susquehanna road for about thirty-five miles, and then diverge northerly into Otsego county, through Cherry Valley, Springfield and other towns, and through Bridgewater and Sangerfield to Oneida county, and thence through Madison and Onondaga counties to Auburn, in Cayuga county. The projectors also entertain the idea of a further extension to connect near Geneva with the broad gauge line from Buffalo to Albany. It is thought that the Schenectady and Catskill road will be built, and a third rail laid, making a broad gauge line from the intersection of the Susquehanna to Catskill.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of January was:

LAND DEPARTMENT.

Acres construction lands sold	16,460.50 for \$187,055 17
Acres Interest Fund Land sold	242.59 " 2,292 59
Acres Free Lands sold..	2,782.76 " 30,302 50

Total sales during month of January, 1864:.....	19,485 85 for \$220,100 26
To which add town lot sales	1,702 30

Total of all	\$221,802 56
Cash collected in January	\$118,274 67

TRAFFIC DEPARTMENT.

Receipts from passengers	\$138,615 83
" freight	164,226 20
" mails	6,358 33
" rent of road	4,000 00
" other sources	5,000 00

Total receipts in month of Jan., 1864	\$318,200 36
Total receipts in month of Jan., 1863	299,944 02

The earnings of the Galena and Chicago Union Railroad Company for the month of January, 1864, were

.....	\$138,757 27
Corresponding month of previous year	132,517 52

Increase

.....	\$6,239 75
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The earnings of the Michigan Central Railroad for the month of January, 1864, were

.....	\$252,435 00
Corresponding month of previous year	242,073 00

Increase

.....	\$10,362 00
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The earnings of the Michigan Southern and Northern Indiana Railroad for the month of January, 1864, were

.....	\$250,163 00
Corresponding month of previous year	248,784 00

Increase

.....	\$15,348 00
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The earnings of the Hudson River Railroad for the month of January, 1864, were

.....	\$501,281 89
Corresponding month of previous year	458,958 06

Increase

.....	\$42,278 83
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The earnings of the Chicago and Rock Island Railroad Company for the month of January, 1864, were

.....	\$155,034 00
Corresponding month of previous year	139,686 00

Increase

.....	\$15,348 00
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The approximate earnings of the Marietta and Cincinnati Railroad Company (as re-organized) for the month of January, 1864, were

.....	\$56,539 98
Corresponding month of previous year	38,202 72

Increase

.....	\$18,337 26
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The earnings of the Milwaukee and Prairie du Chien Railroad for the month of January, 1864, were

.....	\$102,748 00
Corresponding month of previous year	67,129 00

Increase

.....	\$35,619 00
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The earnings of the Cleveland and Pittsburgh for the month of January, 1864, were

.....	\$139,414 00
Corresponding month of previous year	123,808 00

Increase

.....	\$15,606 00
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The earnings of the St. Louis, Alton and Terre Haute Railroad for four months ending December 31, 1862 and 1863, have been as follows:

	1862.	1863.
September	\$95,969	\$153,469
October	118,887	144,736
November	143,748	129,166
December	149,979	135,616

Total	\$508,583	\$562,987
Increase, 1863	\$54,404

The earnings of the Chicago and Northwestern Railway for the month of January, 1864, were:

From passengers	\$35,850 47
" freight	58,752 59
" mail	2,033 83
" express	1,411 67
" miscellaneous	75 00

Total	\$98,123 06
Corresponding month of previous year	69,691 19

Increase

.....	\$28,431 87
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Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending January 29, 1864, was as follows:

Passengers	\$23,692 18
Freight and live stock	41,467 12
Mails and sundries	3,864 92

Total	\$68,524 22
Corresponding week of 1863	63,262 64

Increase

.....	\$5,161 58
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The earnings of the Galena and Chicago Union Railroad for the week ending January 31st, were:

	1863.	1864.
Freight	\$32,602 07	\$43,762 78
Passengers	7,260 93	11,595 14
Mails, &c.	1,733 50	2,980 00

Total	\$41,596 50	\$58,337 92
Increase 1864	\$16,741 42

The earnings of the Chicago and Alton Railroad Company for the week ending Jan., 31st, were:

	1864.	1863.
Passengers	\$12,278 50	\$11,854 16
Freight	16,044 42	14,662 41
Sundries	1,534 23	1,035 33

Total	\$29,857 15	\$27,551 90
Increase 1864	\$2,305 25

The earnings of the Marietta and Cincinnati Railroad for the 4th week in January, were:

	1864.	1863.
Passengers	\$13,147 23	\$4,843 00
Freight	10,171 01	11,890 90
Mail, express & telegraph	1,086 50	1,258 29
Total	\$24,404 74	\$17,487 19

The earnings of the Toledo and Wabash Railroad Company for the 4th week in January, were:

	1863.	1864.
Passengers	\$7,315 60	\$10,760 00
Freight	22,184 04	23,215 03
Total	\$29,449 64	\$33,975 63
Increase	\$4,525 99

Lake Superior Copper Mines.

Below we give the products of the mines mentioned for the month of December, 1862:

Franklin	67 tons and 210 lbs.
Grand Portage	23 " 725 "
Hancock (Nov. & Dec.)	9 " 725 "
Isle Royale	30 " 421 "
Pewabic	98 " 1067 "
Quincy	133 " 1067 "

From the agents' reports of the products of the mines in the Portage Lake District, we condense from the Mining Gazette the following comparative table, which will show the products of each mine for the past two years:

	1862.		1863.	
	Tons.	Lbs.	Tons.	Lbs.
Quincy	1,252	1,498	1,472	1,581
Pewabic	1,025	1,789	1,088	762
Franklin	945	1,194	780	189
Isle Royale	520	1,080	372	920
Grand Portage	—	—	247	888
Hancock	66	846	72	820
Huron	98	874	69	283
Mesnard	33	000	—	—
St. Mary's	—	—	2	000
Totals	3,942	1,266	4,101	878

Showing an increase over last year's product of 158 tons, 1,652 lbs. Notwithstanding the scarcity of laborers, the Quincy, Pewabic and Hancock mines have increased their united products over those of last year 283 tons, 465 lbs. The Grand Portage, which yielded nothing last year, produced this year the handsome return of 247 tons, 888 lbs. The St. Mary's, which is another new mine, sends in barrel work to the amount of two tons. The Mesnard, although it is not printed in the above table, sent three tons and 1,185 lbs. of barrel work to the Portage Lake Smelting Works in October last; the Pontiac mine at the same time sent 1,580 lbs. The united products of the Franklin, Isle Royale and Huron mines have decreased 333 tons, 1,706 lbs.

The purity of the mineral smelted has been increased this year about 3 per cent., making a further increase of 120 tons. This, in connection with the uniform high price of copper, makes the past year the most profitable since the commencement of mining operations in the district.

The amount of ingot copper shipped from the Smelting Works during the season of navigation, 1863, was 3,971,735 lbs.

With the exception of the Quincy yield, all the mineral raised and cleaned in the Portage Lake District, has been refined at the Smelting Works. The Quincy mineral shipped should therefore be added to this, to obtain the actual shipments.

During the season of navigation the Quincy shipped 1,356 tons, 142 lbs.

Supposing this mineral will average 80 per cent. purity, and it will probably go a little more, it would yield 2,169,713 lbs. of ingot copper. The amount of ingot yield shipped in 1863, would therefore be—

Smelting Works 3,971,735 lbs.
Quincy Company 2,169,713 "

Total 6,141,448 "

Which if sold at an average price of 80 cents per lb., would net \$1,842,484 40.

United States Mint.

The Annual Report of the Director of the United States Mint for the fiscal year ending June 30th, 1863, states that the coinage for this period has been much less than during the preceding year; although for that year it was much below former years. The same causes that contributed to reduce the coinage of 1862, are still in operation; and we cannot hope for any material increase until the Rebellion is crushed, peace restored, and consequent and increasing prosperity gladden our country.

The deposits of foreign coin and bullion were small; the importation of specie having greatly decreased, if not entirely ceased.

The amount of bullion in value received at the Mint and Branches, during the fiscal year, was as follows:

Gold, \$23,149,495 41; silver, \$1,674,605 90; total deposits, \$24,820,101 31. From this must be deducted the rebellion re-deposited, or bars made at one Branch of the Mint and deposited at another for coinage. This deduction being made, the amount will be \$23,701,837 31. The coinage for the same period was as follows:—Gold coin, \$20,695,852; fine gold bars, \$1,949,877 90; silver coins, \$1,174,092 80; silver bars, \$390,204 42; cents coined, \$478,450; total coinage, \$24,688,467 12; number of pieces of all denominations of coin, 51,980,575.

The distribution of the bullion received and coined at the Mint and branches, was as follows: At Philadelphia, gold deposits, \$3,401,374 55; gold coined, \$3,184,892; fine gold bars, \$156,039 74; silver deposits and purchases, \$386,189 73; silver coined, \$358,217 80; silver bars, \$6,897 83; cents coined, \$478,450. Total deposits of gold and silver, \$3,787,584 28; total coinage, \$4,184,497 88; number of pieces, 49,108,402.

The Assay office in New York received during the year, \$1,812,106 60 in gold bullion and in silver, \$325,536 26. Fine gold bars stamped at that office, 1488; value, \$1,793,838 16; silver bars, 1916; value, \$158,542 91; total value of gold and silver bullion, \$2,137,542 82. The Branch Mints in the States now in rebellion, are not in operation, and no reports have been expected or received.

The surprising developments of gold and silver production in the interior of our national territory are alluded to. Idaho is the present California. The deposits from there have included grades of fineness from 798 to 949 thousandths. Not less promising are the mines opening in Washington and Oregon. The Oregon gold is nearly equal to that of California, while that of Washington Territory varies from 850 to 938 thousandths. Enough is now known of these two Territories to warrant the statement that in quantity and quality their product will rival or surpass the product of California. Arizona is yielding both gold and silver, and the quantity is unlimited. The copper coinage has been very large, amounting to 164,011,000 nickels. The profits from the nickel cent pay all the expenses of coinage and distribution. Notwithstanding this, the report recommends that the coin be further depreciated by the omission of all nickel, retaining its present size and devices, being composed of nine per cent. copper, the remainder tin and zinc in suitable proportions.

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